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HEADLINE OF THE MONTH!

Our favorite actual "Headline of the Month" comes from Albany, New York, when WNYT-TV recently proclaimed, "Man Mixing LSD and Cough Syrup Saves Dog From Imaginary Fire!" Yes, it's true. The drug-induced individual panicked when he thought his dog was on fire and sought help from his neighbors to put his flaming pet out. The neighbors were apparently unpersuaded by the sight of a fireless fire. There was no fire, just a very confused pet and his owner.

BETTER THAN A TRAIL OF BREAD CRUMBS

Never trust the macaroni salad. It'll turn on you when you least expect it. It seems that police in Mt. Morris, New York, recently apprehended three burglary suspects by following a trail of macaroni salad the crooks left behind while making their getaway.
The thieves broke in and stole a cash register from a Build-A-Burger Restaurant along with the establishment's entire surveillance system and a big bowl of macaroni salad. Deputies were hot on the criminals' trail as they attempted to escape via the nearby Greenway Trail. "Found along the trail were cash register parts, surveillance system parts, rubber gloves, loose change. and a steady trail of macaroni salad," the sheriff's office said. Apparently, the suspects were eating the salad along the escape route.

The three men were arrested and charged with third-degree burglary, criminal mischief, and grand larceny. I'm surprised they weren't also charged with the old "dine and dash."

A DISARMING DEVELOPMENT

A 25-year-old man from China's Henan province recently complained that he had been denied home loans at several banks for not providing fingerprints. The man said he would have been happy to give his fingerprints to the banks, but he can't because…he has no arms. Following a childhood accident in which his arms were amputated, he "signs" documents by holding a pen in his mouth. Apparently, the banks would not allow him to substitute "toe prints."

A GOOD DICK LASHING

An unknown armed robber made off with cash at the Lotions and Lace adult store in San Bernardino, California, recently, although employees told the police they angrily pelted the man with dildos from the shelves as he ran out the door.

SUICIDE SQUIRRELS

Here's one more thing to worry about. A Chicago alderman publicly denounced "aggressive" squirrels that were gnawing through trash cans and costing the city an extra $300,000. A month later, the very same alderman was badly injured in a bicycle collision. He received a broken nose and several missing teeth when a squirrel (in a successful suicide terrorism attempt) jumped into one of his wheels, sending the man flying over the handlebars.

COPS WANT TO SEE YOUR TATTOOS

A biker in Austin, Texas, is suing three police officers for taking photos of his tattoos. The biker says his civil rights were violated when police pulled him over for failing to signal a turn on his motorcycle. He was not cited but told he would be taken to jail if he did not submit to the photos being taken. The biker says the cops peppered him with questions regarding patches on his vest and his biker affiliations and had him unzip his vest and show them his bare arms and back. During this humiliation, he was told that he could not call a lawyer. We find the actions of the Austin PD deplorable. It is a clear Fourth Amendment violation to extend a traffic stop for the purpose of taking photos without an individual's consent. Just another day of cops harassing bikers in America.

A DEADLY WHIZZ

The next time you're on a road trip and you really need to pee, bring an empty bottle. In December, a 21-year-old man became the most recent person to fall to his death during a roadside "pit stop." Four passengers got out of a car on the side of Interstate 15 near Escondido, California, to drain the lizard. Two of the "urinators" returned without incident but the third fell about 40 feet off the embankment but survived. The fourth dude fell to his death, pants around his ankles. His last thought was probably, "I am such an idiot!"

PROUD PERVERT

Police in Port Orange, Florida, arrested a 76-year-old dude who admitted that he had a stash of "crazy" pornography, some featuring children. However, he adamantly insisted, "I'm not a pedophile. I'm just a pervert," adding, "a law-abiding pervert." He faces 52 counts.

ONE LAST PROMOTION

A funeral home in Bromley, England, recently announced its latest exciting promotion via a sign in a front window that stated: "Wow! Free Child's Battery Powered Vehicle With Every Pre-Paid Funeral Arranged This Month." A spokesperson for the funeral home said the purpose was to encourage residents to think ahead about funerals. Might have worked better if they were giving away free Harleys.

DUMBASS QUOTE OF THE MONTH

"My philosophy is, if you're a man at night, you gotta be a man in the morning."

—Ryan Lochte

QUEEN OF CALIFORNIA
Arnaud Mary's Digger Masterpiece From France

FAMILY TRADITION
Rick Martinez' 1957 Panhead

BIG WHEEL
Dax Leandro's Pineapple Custom's Family Style Chopper

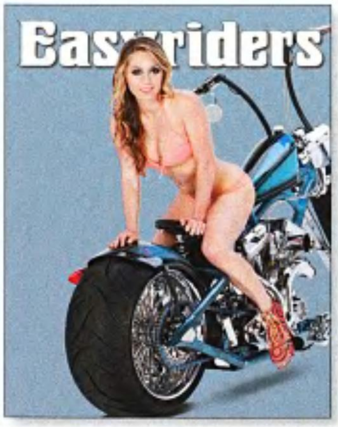
THE ROT RALLY 2016
Republic of Texas Run Turns 22

TENNESSEE TWO-STEP
The Easyriders Nashville Bike Show

BEAN BLOSSOM BIKERFEST
Morgantown, Indiana

THE LADY OF THE WIND
Andy Marks' Kiwi Indian Racer

SWIRL
Jason Stritenberger's Court House Custom



Mariana Elizabeth with Dax Leandro's 2015 Pineapple Customs Big Wheel Chopper, photographed by Don Rogers.

We love hearing from you! Please send your questions or comments to the editor at **dnichols@easyriders.net**. Next month's issue goes on sale April 25, 2017.

***WRENCH* #19**

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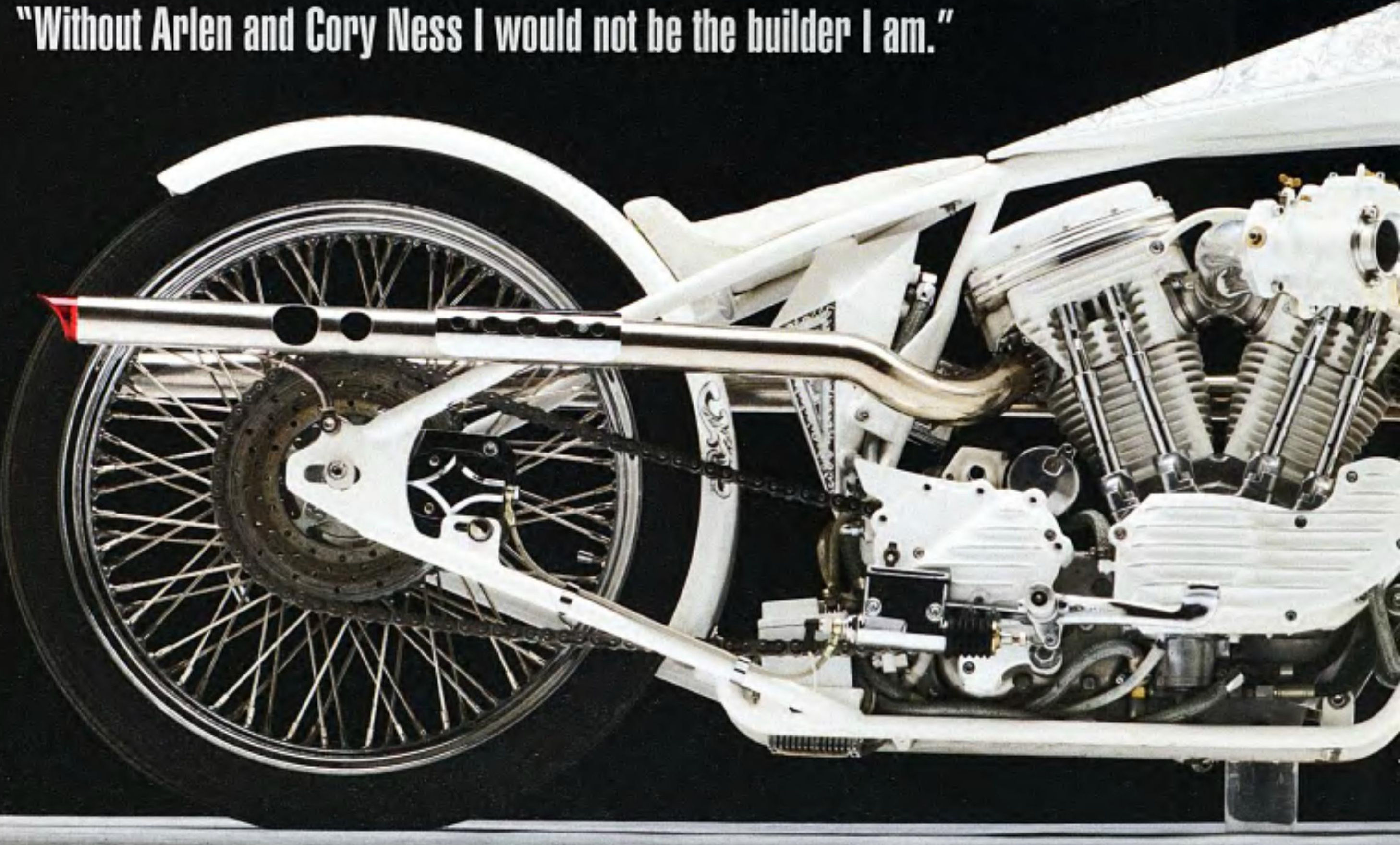
Queen of California

Arnaud Mary's Digger Masterpiece From France

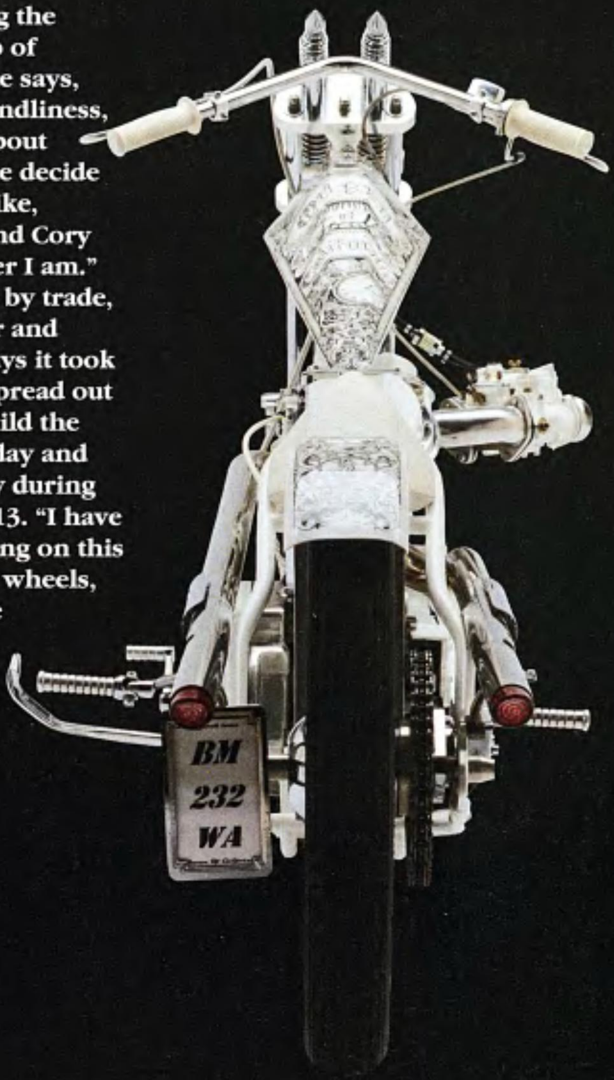
"Without Arlen and Cory Ness I would not be the builder I am."

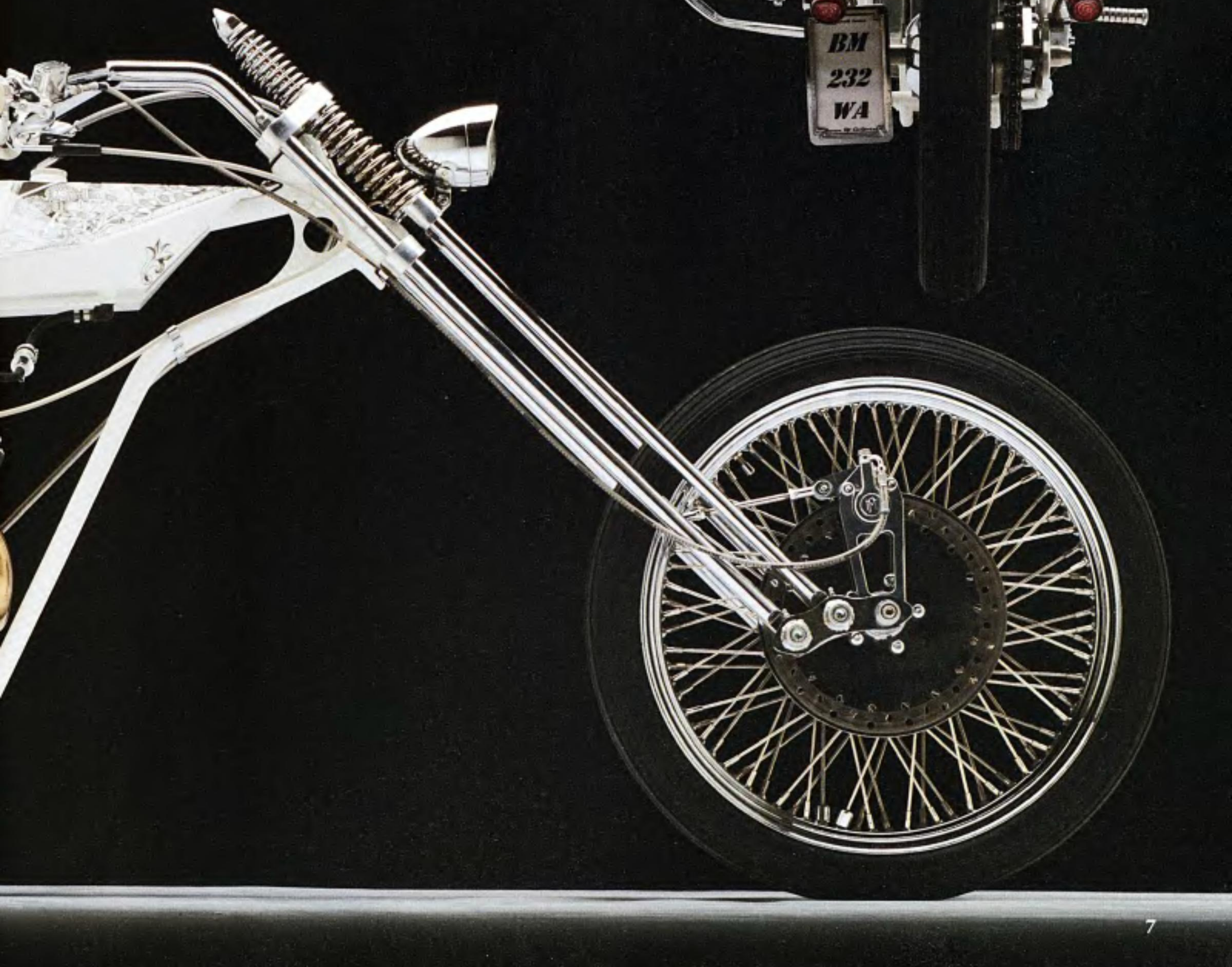


You might have seen Arnaud Mary at Sturgis last year, riding this amazing digger and, more importantly, winning award after award at different bike shows with it. Arnaud's been a household name in the custom bike scene of his native France for a while, but the bike he calls the Queen of California will no doubt help him make a name for himself on this side of the pond as well.

Arnaud's been building bikes since he was 13—he's 40 now—and professionally for the past 12 years. He opened his own shop, Motorsports Garage, back in 2005 and only builds ground-up custom bikes. He's also a big fan of Arlen Ness. "When I was a young builder, I had the chance to meet Cory and Arlen in Germany during the European championship of custom bike building," he says, "and their kindness, friendliness, and supporting words about one of my bikes made me decide to create a Ness legacy bike, because without Arlen and Cory I would not be the builder I am."

Originally an engineer by trade, Arnaud started out in car and motorcycle racing. He says it took him about 2,000 hours spread out over seven months to build the Queen, working on her day and night as a sort of therapy during the fall and winter of 2013. "I have done absolutely everything on this bike," he says. "Only the wheels, tires, and handlebars are aftermarket parts."





"All the body work is from scratch," Arnaud says, "the frame is homemade, and all the engine covers were remolded to look like an old panhead."

He did have some help from his friends, though. The welding, for example, was done by Tony at New School Garage, while the paint was laid on by Geraldine at Motorcycle Tattoo. "I gave her all the body work in a white pearl matte finish," he says, "and she drew on it directly with about 80-100 hours of pencil drawing. After that I sprayed eight coats of clear to protect this piece of art and to have this result appear like porcelain."

The art, he explains, was inspired by the work of Dave Smith who drew the cover art for singer-songwriter John Mayer's 2011 album Born and Raised, while a song off the album, "Queen of California," gave the digger its name. As Arnaud points out, mainly because of its slenderness and femininity, but also because of the Californian origin of digger style bikes.

Of course, Arnaud has built bikes after the Queen, and yes, they were all winners at different shows in Europe. He has also continued to modify his beautiful Queen as well. "I have made a new frame," he says, "a narrow rear wishbone and shorter gooseneck with three degrees more rake, a new alloy and stainless steel fork, new ribbed engine covers, a front brake, and new hand controls."

After his success at Sturgis, Arnaud tells us, "With the Queen of California I have become the most awarded French builder around the world."—***Red Baron***

"I have done absolutely everything on this bike."

Owner: Arnaud Mary
City: St. André les Vergers, France

GENERAL

Fabrication: Arnaud Mary
Year/make: 1989 Harley-Davidson
Model: XLH 883
Assembly: Arnaud Mary
Time: 2,000 hours
Chroming: stainless steel, polished

ENGINE

Year/make: 1989 Harley-Davidson
Model: Sportster
Rebuilder: Arnaud Mary
Ignition: Dyna 2000 i
Displacement: 1250cc
Lower end: OEM polished
Pistons: Wiseco, 10.5:1
Heads: OEM flow bench
Cam: Andrews V4
Lifters: OEM
Carb(s): Weber 40 DCOE
Air Cleaner: velocity stack
Pipes: homemade, stainless steel

TRANSMISSION

Year/make: 1989 Harley-Davidson
Shifting: OEM

PAINT

Painter: Motorcycle Tattoo
Type/color: tattoo style white with pencil drawings

FRAME

Year/builder: 2014 Arnaud Mary NSG51
Type: digger
Rake: 43 degrees
Stretch: 5 inches
Shocks: none
Modifications: 7/8-inch tubing

ACCESSORIES

Bars: Arlen Ness
Handlebar controls: Kustom Tech
Fender(s): homemade
Headlight: CCI
Taillight: Shaft
Pegs: homemade
Electrics: simple
Gas tank: Prismatic, homemade
Oil tank: Diamond, homemade
Oil system: OEM
Primary cover: ribbed EMD
Seat: homemade
Grips: Biltwell

FORKS

Type: narrow springer
Extension: 6 inches
Builder: homemade, S/STE

WHEELS

Size: 21-inch
Hub: DNA
Tires: Avon
Brake: PM/DNA

Photos: Michael Lichter

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Thank you, *Rick Rademacher*

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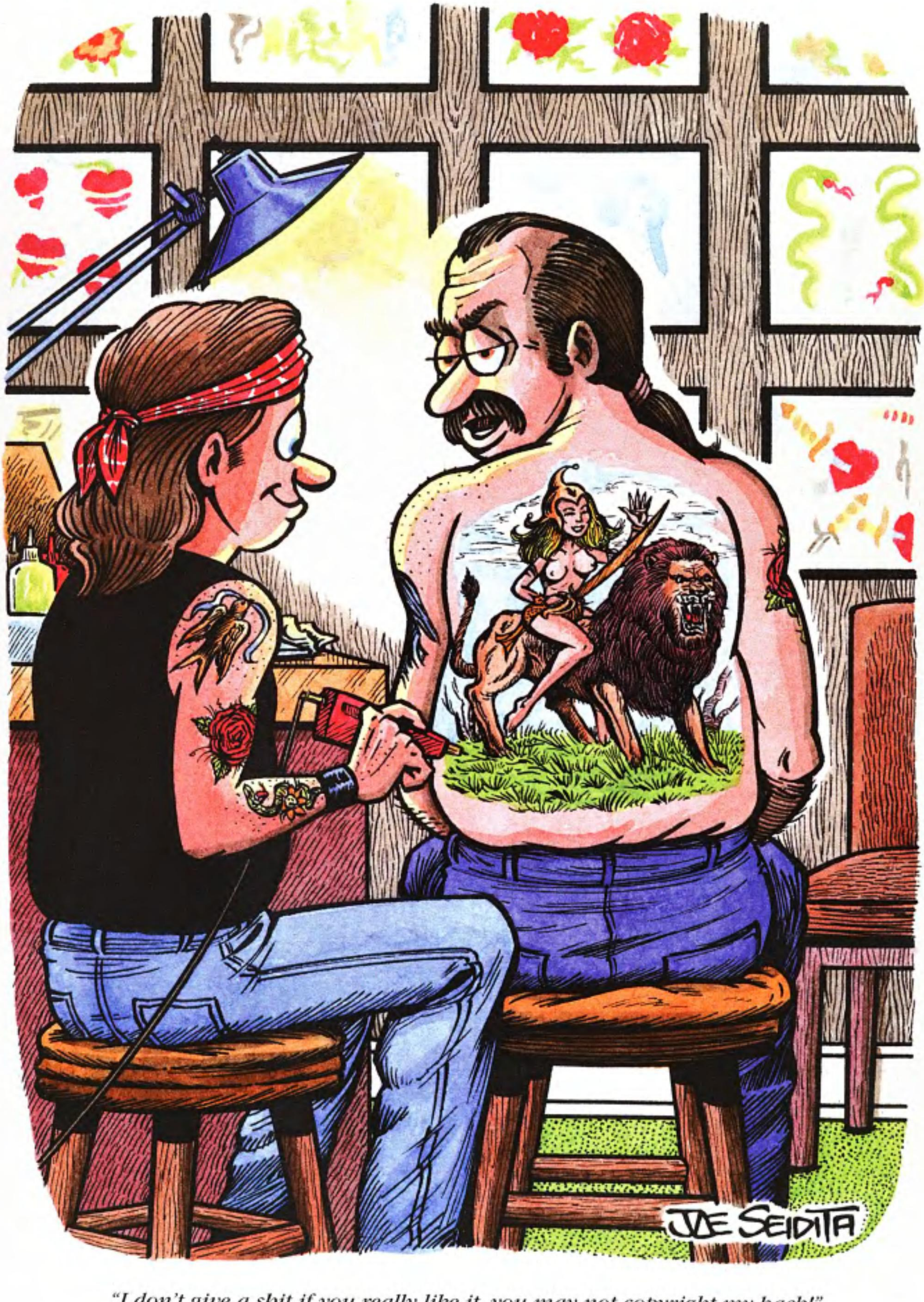
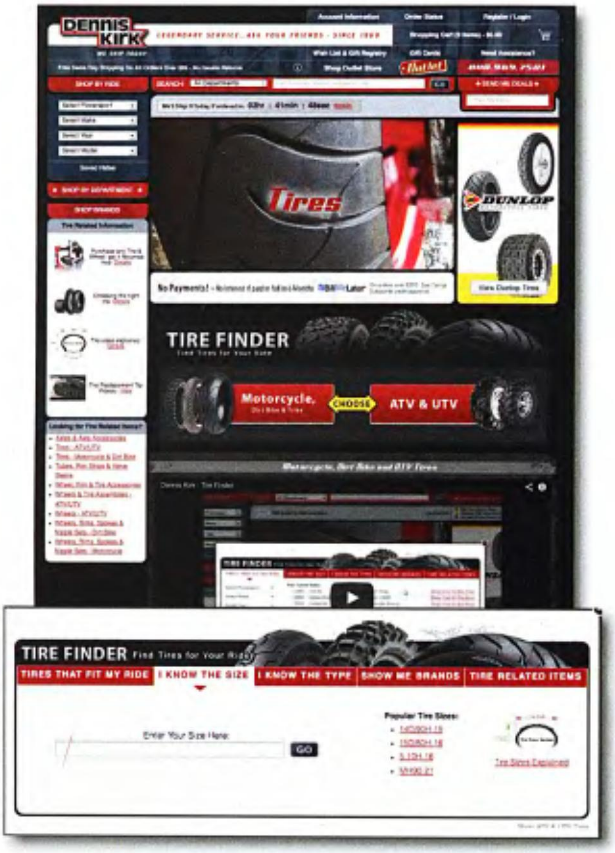


"I don't give a shit if you really like it, you may not copyright my back!"

GET THE RIGHT RUBBER FOR YOUR RIDE



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Easynews

If it's of interest to bikers, we'll print it.

BANK TELLER SUES CITY OF WACO FOR $350 MILLION

Morgan English, a bank teller who was arrested and held for $1 million bail after being rounded up in the aftermath of the Twin Peaks shooting, has filed a lawsuit against McLennan County District Attorney Abel Reyna, former Waco Police Chief Brent Stroman, Waco police officer Manuel Chavez, the city of Waco, and McLennan County. Despite the fact that she and her husband voluntarily spoke with authorities after the incident, Morgan was arrested along with 176 others and held in jail for 16 days after $1 million in bail was demanded. The couple was later released after their bail was reduced.

The lawsuit alleges that authorities decided to arrest every person wearing clothing indicative of motorcycle club affiliation, charging them with identical "fill in the blank" arrest warrants, and falsely accused of engaging in organized crime.

English was not wearing any MC patches or clothing to indicate affiliation with any motorcycle club. She had never previously been arrested and has no prior criminal record. "This lady is, was, and always will be virtually innocent of any criminal behavior that occurred at Twin Peaks," said Randall Kallinen, Houston civil rights attorney representing English. "What happened to her, however, is a cruel and excruciating crime not of her own making and $350,000,000 is an appropriate figure for this case." He added that English is now forever portrayed as being involved in a mass homicide. English is seeking damages ranging from $1 million to $100 million from each defendant.

Source: Associated Press; Guns.com

UTAH TO RAISE HELMET LAW AGE

Last month we reported that Utah was on the verge of increasing the minimum age (from 18 to 21) for the ability to choose whether or not to wear a helmet while riding a motorcycle. It seems that the nanny state is ascendant and SB 159, sponsored by Republican Jim Dunnigan in the House and Republican Brian Shiozawa in the Senate, has passed in the state Senate, 43-30, and is headed to the Governor's desk.

Source: KUER

UTAH BAC LIMIT LOWERED TO .05

Governor Gary Herbert has announced that that he intends to sign the newly passed House Bill 155, which will lower Utah's DUI law to .05 from .08, making Utah the most restrictive state when it comes to alcohol and driving. The state's beverage industry is in an understandable uproar, reminding that the public that "Over 77 percent of alcohol-related traffic fatalities in Utah are caused by people with BACs of .15 and above, and the average BAC of someone in a fatal crash is .20—well over twice the legal limit."

Of course all the new law means is that in Utah having a beer or a glass of wine with dinner at a restaurant then driving home has the potential to ruin your life.

Source: CNN

QUOTE OF THE MONTH

"None are more hopelessly enslaved than those who falsely believe they are free."

—Johann Wolfgang von Goethe

WIN FOR THE SECOND AMENDMENT

The Social Security Administration had passed a rule that would have effectively cancelled the right to bear arms for law-abiding citizens who receive Supplemental Security Income (SSI) or Social Security Disability Insurance (SSDI) benefits, who have designated a representative to handle their finances. The SSA had determined that such an individual was "adjudicated as a mental defective," and thus prohibited from owning firearms.

The rule required the Social Security Administration to submit records of these individuals to the National Instant Criminal Background Check System to prevent them from obtaining firearms.

Supporters of the rule defended the SSA saying that if beneficiaries were unjustly denied they could still go to court to appeal the loss of their rights. Meanwhile, the opposition, including the ACLU and the NRA, decried the law for its lack of due process as guaranteed by the constitution. The bill would have affected an estimated 75,000 persons annually.

The vote to suspend the rule was 57-43 in the Senate and 235-180 in the House. President Trump signed the bill without ceremony.

Source: USA Today

Spirit of the Road Lamp

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IDAHO HOUSE PASSES ANTI-MOTORCYCLE PROFILING BILL

HB123, a bill by Rep. Robert Anderst prohibiting profiling of motorcyclists, has unanimously passed the Idaho House. The legislation states, "No state or local law enforcement agent or law enforcement agency shall engage in motorcycle profiling." The law further defines "motorcycle Profiling" as "the arbitrary use of the fact that a person rides a motorcycle or wears motorcycle-related paraphernalia as a fact in deciding to stop and question, take law enforcement action, arrest, or search a person or vehicle under the constitution of the United States or the constitution of the state of Idaho."

HB 123 now moves to the Senate side. Washington and Maryland have previously passed anti-profiling bills, and since 2011, when Washington passed its bill, profiling complaints have dropped conspicuously, according to popular reports.

Source: Spokesman Review

NEBRASKA ALMOST DITCHED ITS LID LAW

There was hope that after more than two decades of trying, riders older than 21 would finally be given the right to choose whether or not to wear helmets. This would also have been good news for the thousands of motorcyclists who avoid the state on the way to Sturgis in favor of neighboring states that do respect their rights.

Unfortunately, a motion to overcome a filibuster against the bill failed by one vote after three days of debate, and the hopes of Nebraska riders were dashed. Had one additional senator sided with repeal, the measure would have come up for a vote and would likely have advanced.

One third of the legislature is new this year, due to term limits and the 2016 election, giving hope to those who value freedom. It was not to be.

Source: Omaha World Herald

RIDING FREE IN NORTH CAROLINA?

State Senator Wesley Meredith is sponsoring a bill which would allow bikers 21 and older to choose whether or not to wear a helmet. The bill includes a requirement that riders carry at least $10,000 in health insurance if they wish to exercise the right not to wear one. They also have to possess a motorcycle endorsement for at least a year or have completed a motorcycle safety course. The bill also lowers the cost of an infraction from $25.50 plus $179 in court costs.

Source: Fayetteville Observer

UTAH LANE SPLITTING BILL FAILS

A bill by Rep. Gage Froerer in Utah that would have permitted motorcyclists to filter through traffic at speeds under 40 miles per hour has failed to pass the house floor. The bill was defeated 29-45 after a short vote. One Representative, Paul Ray commented, "I've driven in California." He went on to say that the bill would add "danger to our roads." This is sad because, as anyone who has ever ridden a motorcycle in California would attest, and studies from around the world have concluded, riding between lanes is actually safer than riding within slow-moving or stopped traffic.

Supporters presented evidence that motorcycles are seven times more likely to be hit while stopped, compared to crashing while lane splitting. They also reported that crashes that do occur while lane splitting tend to be less serious. It was also suggested that lane splitting would lead to greater motorcycle commuting, which reduces traffic congestion, cuts down on vehicle emissions, and causes less wear and tear on roadways.

Unfortunately, fear of change ruled the day, and the bill will need to be reintroduced when a better educated legislature is seated.

Source: Deseret News

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Family Tradition

Rick Martinez' 1957 Panhead Captures The Heart Of *Easyriders*

"For the Martinez family, motorcycling and family go hand in hand."

Many of our longtime readers might remember picking up an *Easyriders* magazine back in the 1970s or '80s and seeing in its pages a bike featured like this one—an honest, everyday rider. This Harley-Davidson panhead chopper acts as a summary of the perfect mild custom, built with a lot of love and respect for bikerdom. It is a custom motorcycle that the average, red-blooded American biker can aspire to build and own. Sure, we've featured wilder rides, but you can bet that owner Rick Martinez of Lackawanna, New York, is proud to throw his leg over this one.

Coming from an entire family of bikers, one of Rick's uncles had this straight leg frame sitting around for years. "Riding is a way of life for my family," Rick says. "It's more than just jumping on a bike and riding, it's watching, learning, and experiencing the biker life as a whole." After his uncle passed away, Rick decided to use the frame as a tribute to his hard riding uncle. "It took me a long time to pull together all the other parts for this build," Rick tells us.

Rick sent the 1957 panhead motor and 4-speed transmission out to Dave Reidenour at B.A. Enterprises for a total refresh including balancing and blueprinting. The 1200cc motor now includes Wiseco pistons, updated valves, and seats, and JIMS solid lifters. Low end grunt is enhanced thanks to an Andrews J cam and sparks through a Mallory ignition. You can bet this baby barks sweet thunder through those bell tipped upswept pipes.

His uncle's H-D straight leg rigid frame is attached to a 4-inch over stock, chromed Springer front end. It sits just right with no rake or stretch to the frame.

Rick sent that frame, tanks, and rear fender out to Jimmy Shine of Hamburg, New York, for the special cloak of Candy Apple Red House of Kolor paint, capturing a sense of old-school cool with subtle ghost flames.

The only "shocks" are the springs under the custom seat, and that's all this tried and true rider needs. When Rick stretches his legs to the forward pegs and reaches for those apehangers, he becomes one with his machine, a highway centaur, a two-wheeled god. Can I have an "amen"!

The end result is more than the sum of its parts; this pan chopper captures the essence of the biker lifestyle.

"The biggest part of this build comes from growing up in this family," Rick says, "having the support of family members past and present with special recognition given to cousins Jules, Tony, and Roger of Rochester."

Words can't express what one glance at Rick roaring down a twisty back road, kicking up autumn leaves accompanied by the bark of those pipes, conjures in a rider's mind. It translates the *Easyriders* way of life into one guttural roar. That's what bikes like this one do. You can bet this is one motorcycle that will remain in Rick's riding family for a very long time. "For the Martinez family, motorcycling and family go hand in hand."

—*Negan*

"Riding is a way of life for my family. It's more than just jumping on a bike and riding, it's watching, learning, and experiencing the biker life as a whole."

Owner: Rick Martinez
City: Lackawanna, New York

GENERAL

Fabrication: Rick Martinez
Year/make: 1957 Harley-Davidson
Model: FLH
Assembly: Rick Martinez and Dave Reidenouer
Time: 2 years
Chroming: Tripp Plating Works

ENGINE

Year/make: 1957 Harley-Davidson
Model: panhead
Rebuilder: B.A. Enterprises
Ignition: Mallory Electronics
Displacement: 1200 cc
Lower end: Harley-Davidson
Balancing: B.A. Enterprises
Pistons: Wiseco
Heads: Harley-Davidson
Cam: Andrews
Lifters: JIMS solid
Carb: Linkert M74
Air Cleaner: louvered
Pipes: upsweeps

TRANSMISSION

Year/make: 1957 Harley-Davidson
Shifting: 4-speed foot shift

PAINT

Painter: Jimmy Shine
Type/color: House of Kolor/ Candy Apple Red

FRAME

Year/builder: 1957 Harley-Davidson
Type: straight leg
Rake: none
Stretch: none
Shocks: none

ACCESSORIES

Bars: apehangers
Handlebar controls: hand clutch
Fenders: 6-inch rear
Headlight: Drag Specialties
Taillight: Lucas-style
Speedo: Harley-Davidson
Pegs: Drag Specialties
Electrics: 12 volt
Gas tank: 3 ½ gallon
Oil tank: horse shoe
Oil system: S&S
Primary cover: Harley-Davidson
Seat: custom
Grips: Harley-Davidson

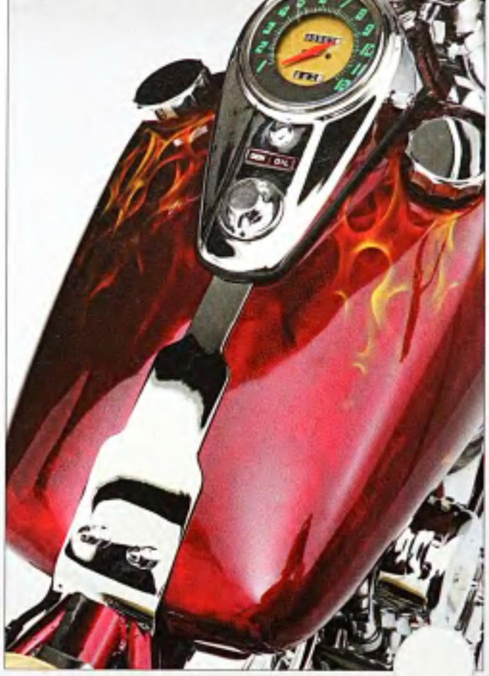
FRONT END

Type: Springer
Extension: 4-inches over
Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 16-inch rear
Hub: spool front, Star rear
Tires: Avon
Brakes: drum rear

Photos: Dino Petrocelli



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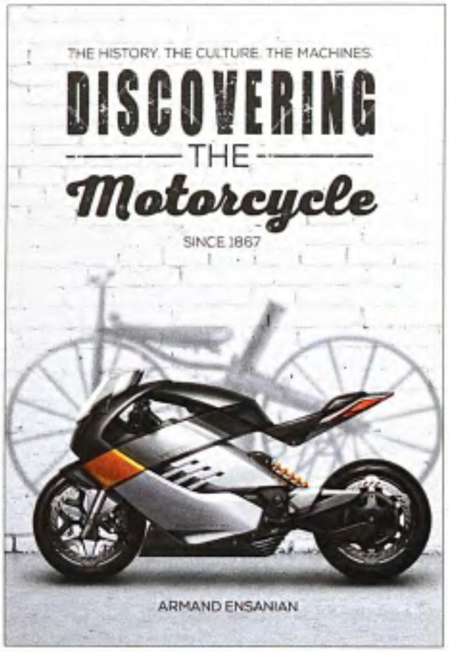
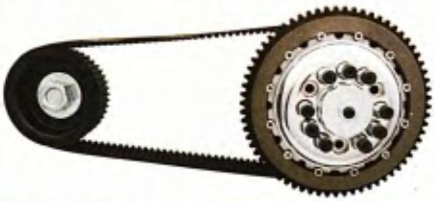


ARMAND ENSANIAN'S DISCOVERING THE MOTORCYCLE

Based on 49 years of the author's personal experience, this book introduces readers to the vast world of motorcycling, its history, social impact, and how these machines are built and function. It is an extraordinary history and cultural evaluation of motorcycling from 1867 to the present—with more than 1,000 color photographs. Each of the 12 chapters of this 510-page book is devoted to a major aspect of motorcycling ranging from historical discussions of the machines that lead the way to today's modern sport bikes to vintage classics, choppers and bobbers, off-road machines, touring, customs, racing, electric motorcycles, bike events, and motorcycle museums. The book honors motorcycling's great marques while technical sections explore the history of the engine and other engineering matters, the captions beneath over 1,000 color photographs and illustrations add extensive detail. This book is a must-have for the motorcycle enthusiast, weekend rider, or anyone who simply dreams of riding.
discoveringthemotorcyclecom

LED FAIRING TRIM BY CUSTOM DYNAMICS

Light up your batwing fairing with the new LED Fairing Trim from Custom Dynamics. With a choice of chrome or gloss black finish, their LED fairing trim offers both white DRL running lights along with full contrast amber turn signals and smoked lens; a perfect match to their other amber/white LED products. The LED fairing trim mounts directly to stock batwing fairings, offers plug-and-play installation, and is backed by the Custom Dynamics lifetime warranty against LED failure.
customdynamics.com



BELT DRIVE LIMITED CLASSIC BDL CLOSED DRIVE

The Belt Drives Limited EVB drive is one of the company's original closed primary belt drive designed for bolt in application. The rugged clutch basket features 12 cylindrical replaceable clutch dogs, which allows clutch plates to maintain constant contact while unique Kevlar clutch plates provide maximum performance and reliability. The polished pressure plate uses nine shoulder bolts and springs so you can adjust your clutch pressure by simply removing or adding springs and shoulder bolts. This kit is for 1970-1983 rear chain 4-speed shovelhead models and can be ordered directly from BDL.
beltdrives.com

COVINGTONS CUSTOMS TRANS TOP COVER FOR MILWAUKEE EIGHTS

Enhance the look of your 2017 Milwaukee-Eight with Covingtons Customs' new Transmission Top Covers for bagger and touring models. These 6-speed transmission covers are available in either black or chrome and are CNC-machined from premium billet aluminum and finished to the highest standards available. You can get them in your choice of smooth or dimpled design, chrome or black finish, and they're made in the USA.
covingtonscustoms.com

PAUGHCO RAKED BILLET TREES

These 6-degree trees were developed specifically to accommodate a number of their most popular chopper frames with 45-degree neck rake. Used in conjunction with these "raked" frames and appropriate length extended front ends, the 6-degree offset provides near stock "trail" dimensions which in turn virtually eliminates radical front end flop. Paughco Trees are CNC machined from 6061-T6 billet aluminum, polished, and show-chrome plated. Other model Paughco billet trees are available in stock, 3-, 5- and 6-degree rake configurations for both wide and narrow front ends with 39mm and 41mm legs.
paughco.com

GMA DIRECT REPLACEMENT MASTER CYLINDERS

The rear master cylinders found on a wide variety of H.D. models from the late 1950s through the early '80s have performed well, but they now require regular rebuilding or replacement. GMA, a subsidiary of Belt Drives Limited, manufactures complete direct bolt on replacement units for both Kelsey Hayes and Wagner style rear master cylinders. Designed and manufactured using the most current technology and materials, the cylinders are direct bolt on replacements for OEM parts that provide superior performance, reliability, and longevity. Available in black, polished, and raw finishes, they feature 5/8-inch bore with a 1/8-inch NPT port that will accept various inverted flare adaptor fittings.

beltdrives.com

EGLIDE GOODIES ANTENNA MOUNT

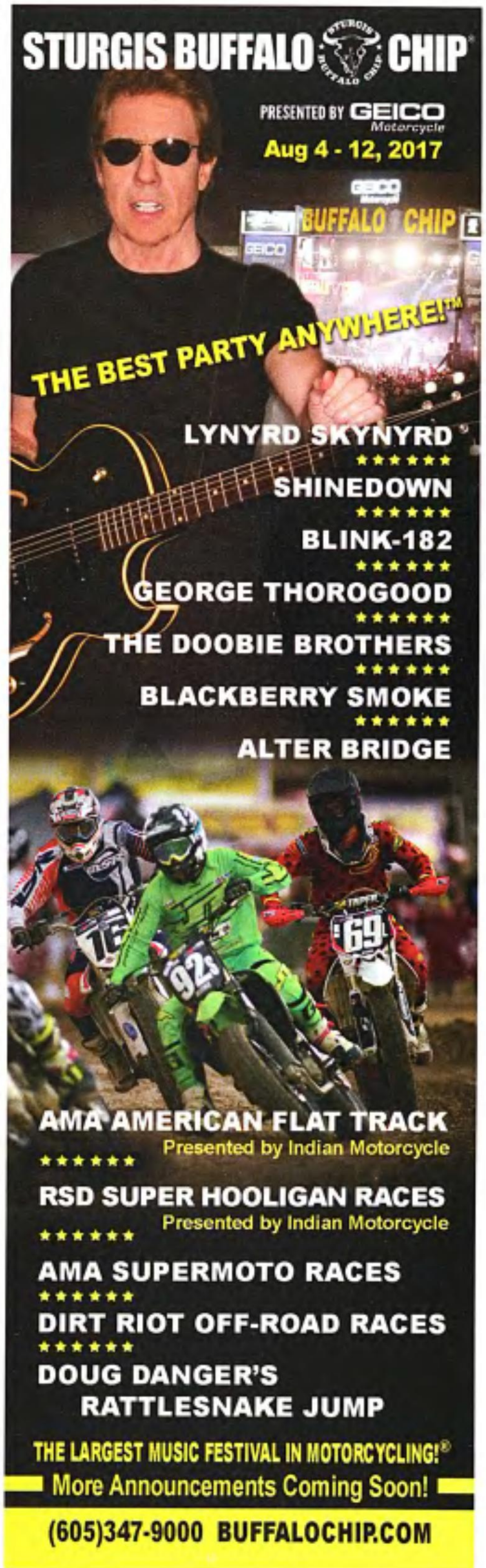
Over the years, H-D has shortened their antennas because of the survivability at the rear location on the bike. The Tour-Pak and saddlebag mount locations are problematic as the antennas are in the way when you walk around the bike or deal with your Tour-Pak or saddlebag storage. The AM-01 Mounting Kit relocates your antenna to the front of the bike while maintaining all the benefits of an external mast antenna. The antenna profile is within the bike's profile and out of the way, providing a better parking footprint. The kit's antenna connector is plug-and-play with older and current Project Rushmore bikes. It fits stock 1-inch or 1 1/4-inch handlebars and includes adjustable-angle custom handlebar mount, antenna cable, connector adapter, antenna hole plug assemble, and hardware. Finish: satin black. Antenna sold separately.

eglidegoodies.com

DRAG SPECIALTIES' PREDATOR STITCHED SEAT

Double-down on smooth, cool comfort with the Predator 2-up Double Diamond Stitched Seat. This seat features a lower profile molded from polyurethane foam for maximum comfort. A 3/16-inch ABS thermoformed seat base provides a perfect fit, while rubber bumpers and a fully carpeted bottom give proper paint protection. The double diamond stitched solar-reflective leather seating area helps keep the seat up to 25°F cooler for higher durability and longer life over conventional leather or vinyl. Made in the USA, this seat comes with all mounting hardware for 06-17 FXD and FXDWG models.

seats.dragspecialties.com



"Why should those bagger guys have all the fun with the big front wheels?"

BIG WHEEL

Pineapple Custom's Family Style Chopper

Dax Leandro of Pineapple Customs in Opelika, Alabama, has been riding since he was a two-year-old on the tank of his dad's bike, and he's loved *Easyriders* since he was old enough to hold a magazine.

Dax's dad, William "Pineapple" Leandro is the "Pineapple" in Pineapple Customs. A Hawaiian bike freak and ace custom painter from Oahu, Pineapple hooked up with an Alabama gal while stationed nearby in the Army. He migrated to the mainland in 1971 and opened the first Honda shop in Alabama. That's when they had a son and, as Dax laughs and says, "That's how Hawaiian rednecks came to be!" In those days, Pineapple loved to take a brand-new CB750 out of the crate, customize the hell out of it, and put it in the showroom floor just to shock the customers.

They sold the Honda shop during the gas crisis of the mid-'70s. Pineapple became friends with Willie Reeder of Willie's Customs in Opelika, thus beginning a lifetime friendship based on their love for choppers. Pineapple would put in 40 hours at his full time job, then go to Willie's and put another 40 in there, too.

Dax grew up in this environment, the young shop-rat eagerly soaking up all the lingo, lore, and skill from the two men. Willie passed away in 2012. (RIP) "You know, I got as much from Willie as I did from my dad," Dax tells us. "He was real important to me."

He got the idea of a big wheel bike just for the pure fun of doing something different. "Why should those bagger guys have all the fun with the big front wheels?" he asks. This unusual bike creates a stir wherever it goes, like at this year's Thunder Beach Rally in Florida where it racked up First Place-Chopper Class, Best Paint, and Best of Show. (No stranger to picking up trophies, Dax's 1979 Sportster walked away with the coveted John Green memorial award at this year's Easyriders Nashville Bike Show).

This rad blue custom all began with a Malibu Motorcycle Works 300 single-downtube rigid frame, designed specifically to accommodate the big front tire. "Mike at MMW is awesome. They built the frame to our specs," Dax says. "When we got it, all the welds were just flawless, perfect." Dax is a welding inspector by trade, so he's probably pretty picky about such things. In addition to the 40-degree rake of the frame, Dax modified the DNA inverted front end an additional 3 degrees to make the bike sit just right.

At the heart of the matter is a massive Ultima 127-inch engine, "For the money, it's the most powerful motor you can get," says Dax.

"Oh my god, the torque is unbelievable!" The beefy, one-off pipes, built by Frankie Serrano, make a bold statement even before this big-wheeled bastard roars to life.

The House of Kolor paint was laid down by the legendary elder Leandro, sprayed layer by layer with a gun of clear in one hand and flake-gun in the other. Those mile-deep Kamen Blue flakes just explode with color out in the sunshine.

Once all was said and done, it was time to get this bike out on the road. With this very unusual wheel setup and monster rake, how does the bike ride? Dax says he does indeed ride this beast. "While you would probably not

"As a badass bar-hopper, it's pure fun as hell."

Our *Easyriders* girl this month is mouth-waterin' Mariana, a Southern sweet thang with incredible taste in shoes.

ride the thing cross-country, as a badass bar-hopper, it's pure fun as hell. Sure, it's a handful, as anyone who's ridden a rigid stretched chopper with apes will know."

As a welding inspector, Dax frequently goes on the road, but whenever he's home there's nothing he enjoys more than building bikes in the shop with his dad and his 7-year-old son, Adrian. With three generations of Leandros working side by side, it's easy to think about legacies. "I'm an old-school chopper builder and there ain't many of us left," Dax says, "I'd like to pass it along to my son the way my dad and Willie did to me and see it keep going." —*Beatnik*

Owner: Dax Leandro
City: Opelika, Alabama

GENERAL

Designer: Pineapple Customs
Year/make: 2015 Pineapple Customs
Model: Big Wheel Chopper
Assembly: Pineapple Customs
Time: 6 weeks

ENGINE

Year/make: 2014 Ultima
Displacement: 127 cubic inches
Lower end: Ultima
Balancing: Ultima
Pistons: Ultima
Heads: Ultima
Cam: Ultima
Lifters: Ultima
Carb: Ultima
Air Cleaner: velocity stack
Pipes: Frankie Serrano

TRANSMISSION

Year/make: 2015 Ultima
Shifting: 6-speed

PAINT

Painter: Pineapple
Type/color: House of Kolor/ Kamen Blue metalflake

FRAME

Year/make: 2014 Malibu Motorcycle Works
Model: MMW 300 rigid
Builder: Malibu Mike
Rake: 40 degrees
Stretch: 5 inches

FRONT END

Make: DNA
Type: inverted
Extension: 2 inches under
Rake: 3 degrees

ACCESSORIES

Bars: BR's Bars
Handlebar controls: Performance Machine
Fenders: Malibu Motorcycle Works
Headlight: tri bar
Taillight: 1959 Caddy
Pegs: Demon's Cycle South
Electrics: Dyna Coil/Hotfire plug wires
Gas tank: Lowbrow
Oil tank: Demon's Cycle South
Oil System: Ultima
Primary: 2 inch old-school open primary
Seat: sprung

WHEELS

Type: Ridewright Wheels
Size: 30-inch front, 18-inch rear
Tires: Vee Rubber front, Avon rear
Brakes: Wilwood

Model: Mariana Elizabeth
Photos: Don Rogers

A biker runs into an ex-girlfriend, with whom he didn't have the greatest relationship. "You know, I was with another woman last night, but I was still thinking of you."

"Why," she asks, "because you miss me?"

"No, because it keeps me from cumming too fast."

—Maelene
Lafayette, Indiana

While setting out punishment in the school's detention center for swearing in class, Little Timmy's teacher asks him, "Where might I be able to locate your parents?"

"Mom's a topless dancer, and she don't like to be disturbed at work. And my dad's out bar-hoppin' on his new motorcycle," Timmy says.

"Oh, I see," replies his teacher, "Tell me more about your father, Timmy, what's he like?"

With a shrug Timmy says, "Beer and pussy."

—Big Terry
Oregon

There was an old man from Nantucket
Whose cock was so long he could suck it.
He said with a grin,
As he wiped off his chin
If my ear was a cunt I could fuck it.

—JoLo
Long Beach, CA

A duck walked into a bar and ordered a beer. Amazed, the bartender said, "Hey, you can talk!"

"Sure, pal," says the duck, "now can I get that drink?"

Shaking his head, the barkeep serves the duck a beer and asks him what he's doing in the area.

"I work on the building site across the street," says the duck.

"You should join the circus," says the barkeep, "you could make a mint."

"The circus?" the duck replies, "What the hell would the circus want with a bricklayer?"

—Joey
Palmdale, California

The teacher took her class on a field trip to a farm. The teacher asked, "Can anyone tell the class what that is?" (pointing)

Mary replied, "That is a sheep, it has wool."

The teacher said, "Very good, Mary. Now who knows what that is?" (points)

Freddie answered, "That's a cow. It gives milk."

This repeats for all the animals and most of the implements of the farm.

Finally, the teacher pointed at an object on the barn roof and asked, "And who knows what that is?"

Mongo Junior answered, "That's a weathercock teacher."

The teacher replied, "Good answer, and why is it called at weathercock?"

Mongo replied, "'Cause if it was a weathercunt, the wind would blow through it."

—Rocky
Via Internet

What did the sign on the door of the whorehouse say?
BEAT IT—we're closed.

—Chopper D.
Lewiston, Idaho

An old biker in a rest home took a liking to an old gal who was also staying at the home. One day he plucked up enough courage to tell her he wanted to make love to her. She agreed with the condition that he go down on her first. After about 30 seconds of bearded clam munching the old fart said, "Hey, I'm sorry, I just can go on. It smells so rank and foul down there!"

"It must be my arthritis," she replied.

He looked at her and said, "Surely you can't get arthritis down there. And even if you could, it wouldn't cause that horrible smell!"

"No, no," she explained, "the arthritis is in my shoulder. It's just that I can't wipe my ass!"

—Bid D
Fun Town

A blonde went to the doctor. "I need some contradiction," she said.

"You're ignorant," he said.

She nodded. "Yep. Three months."

—Cowboy
Greenville, Texas

What's blue and yellow and eats nuts?
Gonorrhea.

—T. Byrd
Childress, Texas

Three women were in a gym locker room dressing to play tennis. Suddenly, a guy ran through the room wearing nothing but a bag over his head. He passed the first woman who looked at his junk and muttered, "Thank goodness it's not my husband."

He passed the second woman who also checked out his stuff and sighed, "He's not my husband either."

As he passed the third woman she took a good look too. "Hey, wait a minute!" she exclaimed. "He's not even a member of this club!"

—Whisper
Amarillo, Texas

Ratchet walked into his office one day when his boss asked him, "Do you believe in life after death?"

"Yep," Ratchet replied.

"Well then, that makes everything just fine," his boss went on, "after you left early yesterday to go to your mother's funeral, she stopped in to see you."

—JoLo
Long Beach, Calif.

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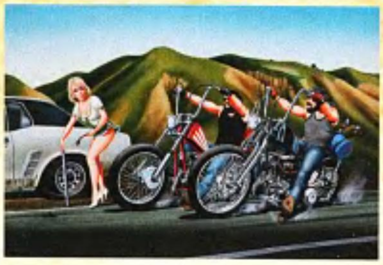
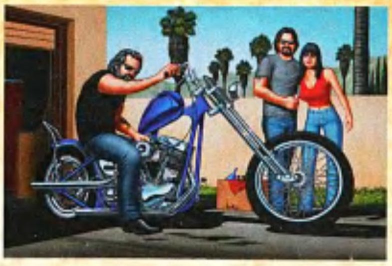
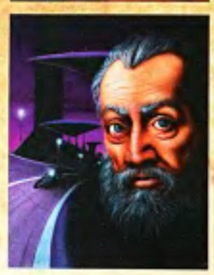

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David Mann Ar

1st Prize

Helmet Protest First appeared in *Easyriders* issue No. 217, July 1991. Valued at: $25,000

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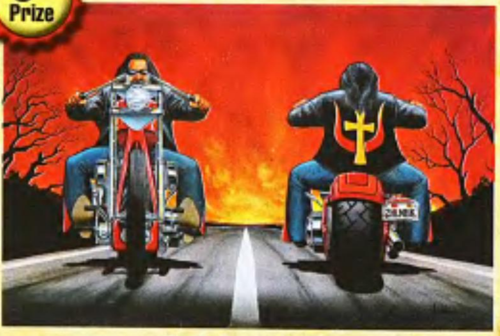
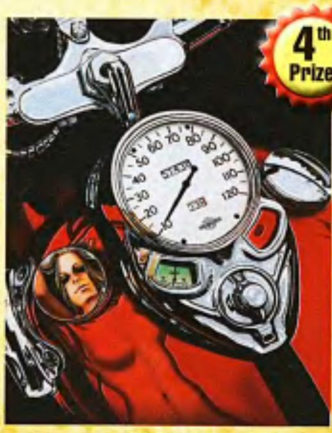


To Hell and Back
First appeared in *BIKER* issue No. 216, January 2004
Valued at: $15,000.
(This was Mann's last finished artwork.)

4th Prize



Cateyes
Commissioned but never used
Valued at: $10,000

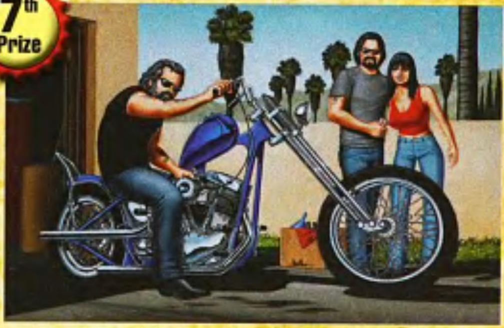
5th Prize

Help, Flat Tire!
First appeared in *Easyriders* issue No. 144, June 1985
Valued at: $10,000

6th Prize

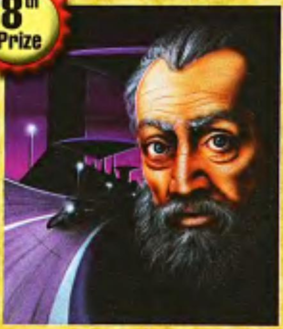
Four Riders and A Beast
First appeared in *Easyriders* issue No. 81, March 1980.
Valued at: $10,000

7th Prize



Breaking Out the Old Chopper
First appeared in *BIKER* issue No. 178, January 2000
Valued at: $5,000

8th Prize



The Last Biker
First appeared in *Easyriders* issue No. 196, October 1989
Valued at: $5,000

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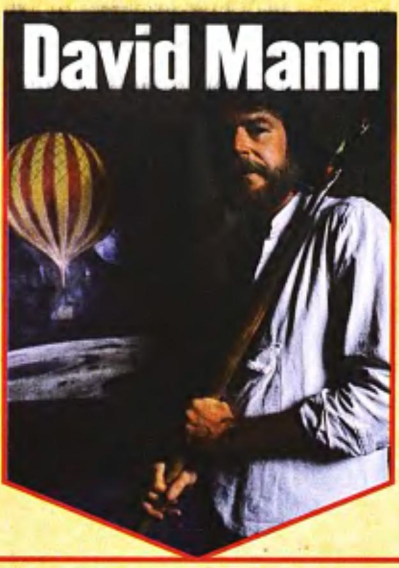
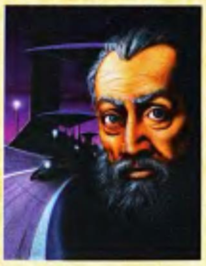


David Mann was the Norman Rockwell of the biker world. In every state he called home, including Kansas, Florida, and California, he lived the biker lifestyle. Through his art, he rendered the fun, fascination, trial and romance of that lifestyle on the pages of *Easyriders* magazine, the most widely circulated motorcycle magazine in existence. His influence, talent, and appeal set trends and created a following around the world.



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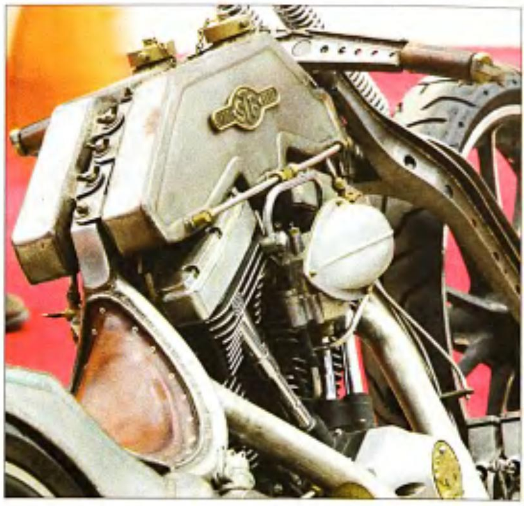
THE ROT RALLY 2016

REPUBLIC OF TEXAS RUN TURNS 22

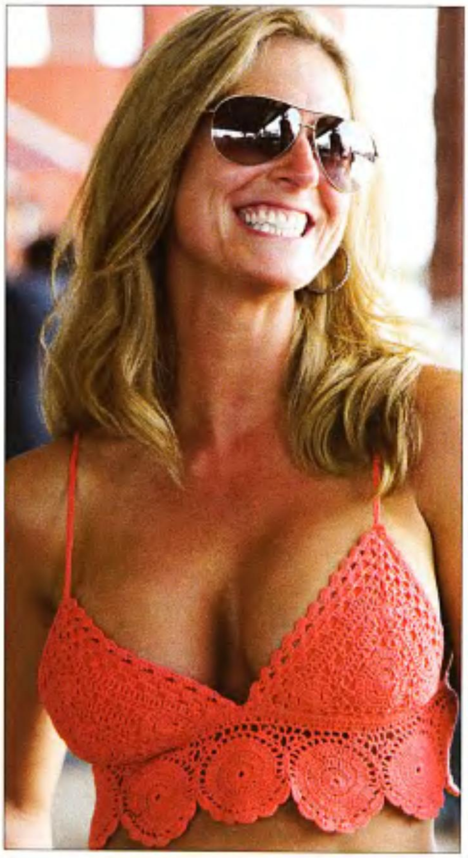
Each year, the city of Austin, Texas, hosts what is considered the largest turnstile motorcycle run in the country. This past June 9-12 the 22nd Annual Republic of Texas Rally was held, and our photographer Michael Lichter was on hand to capture all the two-wheeled antics. A wide range of biker fun was had out at the Travis County Expo Center where tens of thousands of riders converged for four days of nonstop partying.



The Expo Center features camping on 400 acres that is packed with biker-related attractions, vendors, and live music. It is also ground zero for the start of the massive Friday night parade to the heart of downtown Austin where over 54 square blocks are closed to four-wheel traffic making this the biggest biker street happening you ever did see. If you like people watching and Harley watching, this was the place to be.

In addition to multiple music stages, ride-in bike shows and stunters, there was a high-caliber invitational custom bike show in the air-conditioned Thunder Dome where they also had a mixture of artisan and craftsman displays (including a gallery wall with more than 30 framed pieces of Michael's photographic art.) As in all past years, there were concert headliners on the main stage, including my personal favorite of the weekend, John Kay and Steppenwolf.

Also held on the main stage was the annual custom built Military Bike give-away that went to one very lucky and unsuspecting vet that held the free winning raffle ticket. Promoters Colleen and Jerry Brag have always felt it immensely important to give something back to those who gave so much.



A new attraction at this past event was the flat track racing with a hooligan class as well as a crazy golf cart race that was nothing short of hilarious. The days were filled with plenty to do, but for those of us that

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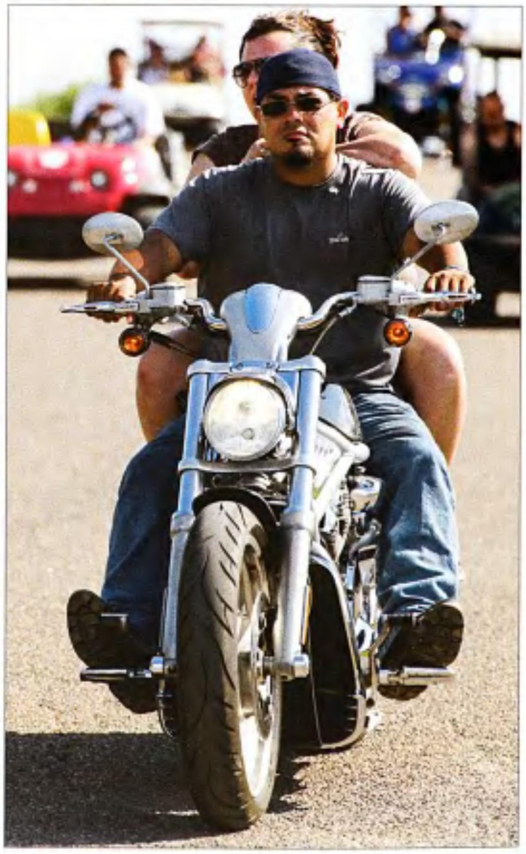
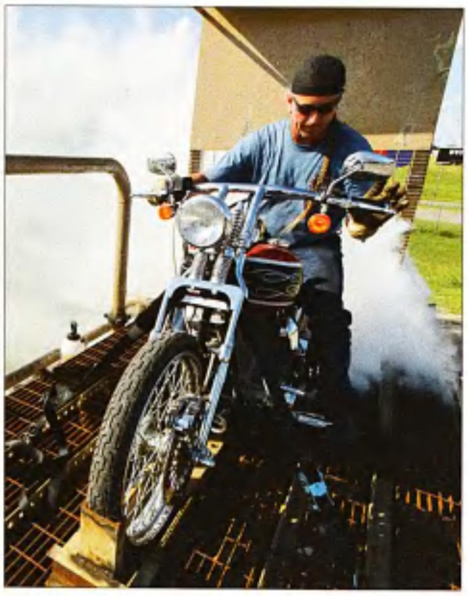


had the energy to go the extra mile, there was the internal parade route that seemed to get busier and busier as the night went on. This is basically a traffic jammed route of bikes and four-wheeled carts going round and round in what seemed like a full-blown Mardi Gras. By midnight beads were flying in all directions as revelers in various degrees of dress (and undress) partied the night away.

Next year's ROT Rally in Austin will take place on June 8-11. Rumor has it that Doug Danger will try a record-breaking motorcycle jump and that a custom bike build-off will be added. For more info visit rotrally.com

—Dave Nichols and Michael Lichter



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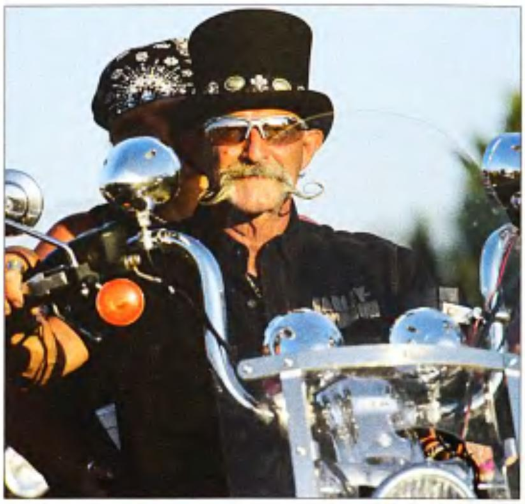

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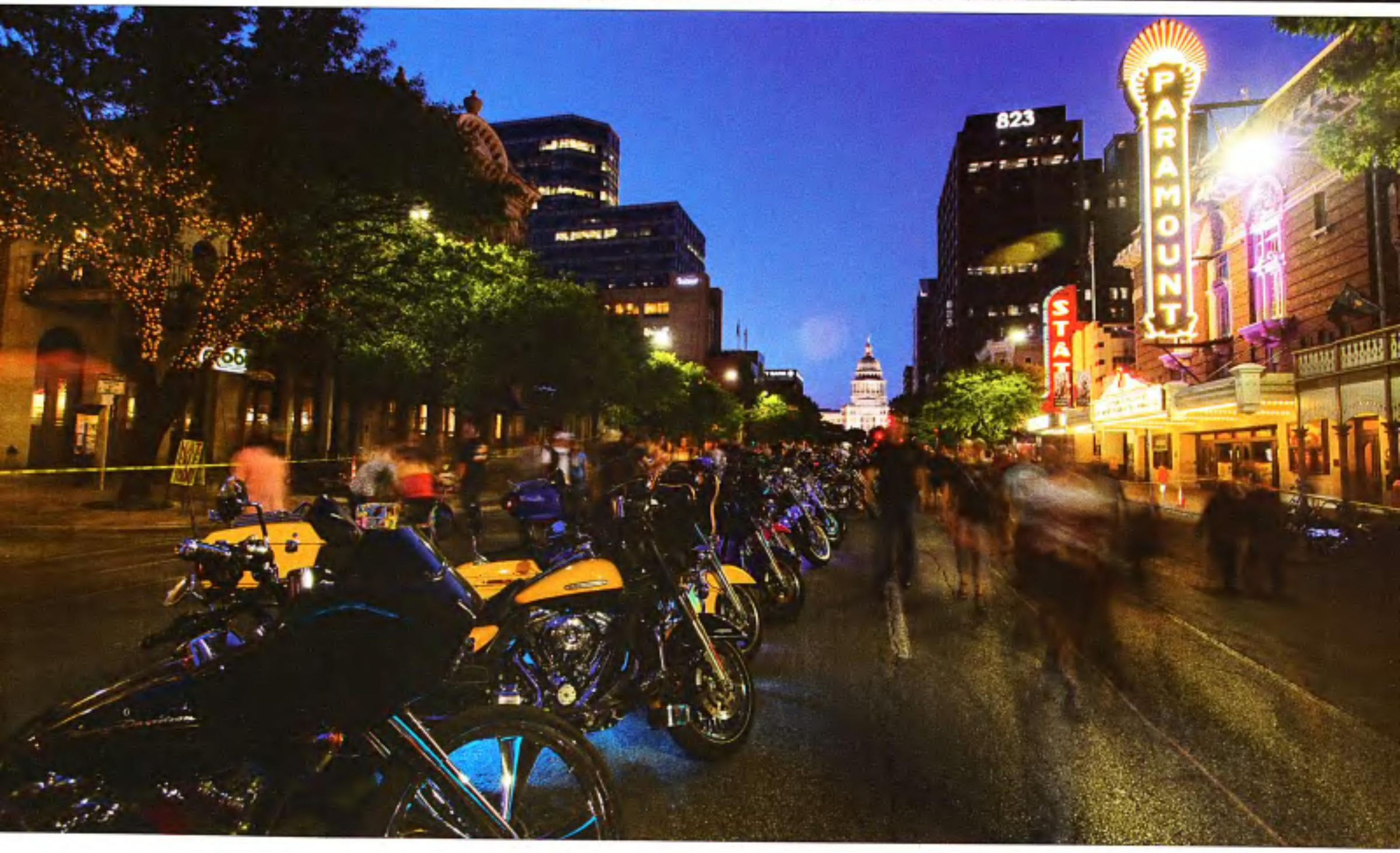

823
PARAMOUNT

Heels In The Wind
Installing A Set Of Forward Controls

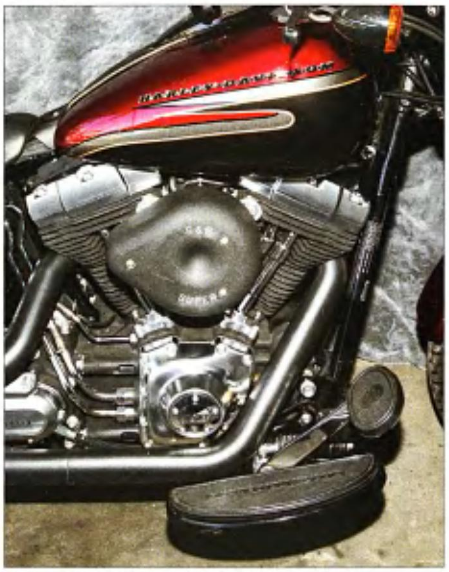
One of the standard features of Harley FL series Softails is their foot controls; they are all fitted with floorboards. Floorboards are comfortable for most riders, but most isn't everybody. We've been riding our Softail Slim for a couple of years now and have decided that the foot controls are not really suited to our legs; we have a 32-inch inseam. We confirmed this comfort issue by taking a Wide Glide for a long cruise and found that its forward controls just felt more natural.

So we hit Harley's P&A catalog and came up with the perfect fix. H-D offers a forward control conversion kit for FL series Softail models (P/N 33909-08A). We also thought that as long as we were fitting the bike with the forward controls, we would dress it up with Harley's billet brake and shift levers (P/N 40084-10 and P/N 34043-10). You know how it goes, one thing led to another, so we also picked up a set of foot pegs (P/N 49312-10); brake pedal (P/N 42847-10) and shift peg (P/N 34671-10). Lastly, we got one of Harley's custom ball bearing gearshift linkages (P/N 34018-08), which turned out to be the sleeper part in the deal.

Converting the bike to forward controls wasn't a big job. It only involved a handful of Torx and Allen bolts, a few hand tools, and about four hours of time. We would have had it done quicker if it hadn't been for taking pictures. The only tricky part of the job was getting the kickstand spring on. We put the kickstand on its mount with its swivel pin in only halfway and fitted the spring to the mount and the kickstand leg. We then pulled the kickstand leg up and pushed the swivel pin down into the mount's lower pin boss.

We think that the new forward controls are one of the more worthwhile investments we have ever made (total cost $835). After we installed them, we found an even better reason for using them: with the ball bearing shift linkage, it made shifting

2 Here are the parts we used. The two mounting brackets are forged steel, all of the others are machined from billet aluminum and flawlessly finished in gloss black with machined edges.



3 Our FLS Slim's foot controls have a nice vintage look, they just didn't fit our riding style.

4 The floorboards are attached with two Allen bolts and locknuts. The right side floorboard mount also secures the rear brake master cylinder. All you need to do is loosen its mounting nut three turns and lift it out of the way. Then you remove the three Torx bolts that secure the mount to the frame.

1 FLS Slim with new forward foot controls

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way smoother. If your bike is a bit hard to find neutral, as ours was, this shift linkage will cure that problem.

All in all, we think that the Slim is now a much more comfortable and good-looking ride.

—Wendell Christopher

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5 We installed the new forward control mount and slipped the master cylinder into its slot, then tightened the big nut down.

6 The brake lever, master cylinder link pin, brake pedal, and foot peg were installed.

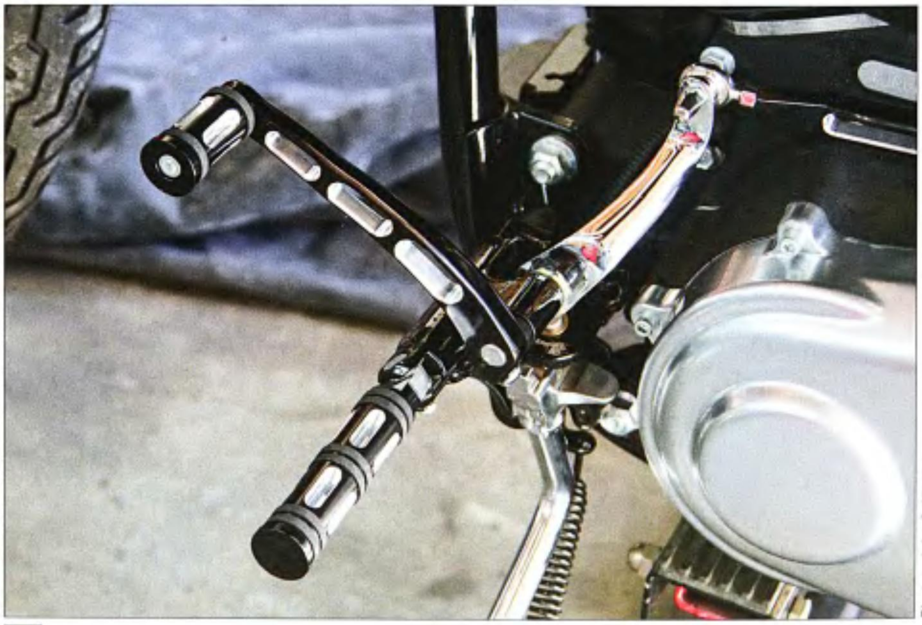
7 Over on the left side, the stock shift pedal assembly and floorboard were our next step.

8 With the floorboard out of the way, we removed the outer shift lever and the shift linkage.

10 The forward control mount was attached to the frame and the kickstand spring installed.

9 The floorboard mount and kickstand were removed and the kickstand was transferred to the new forward control mount without its return spring.

11 The new inner shift lever and linkage were installed. The forward control kit includes a new inner shift lever that has a shorter shaft because it only mounts one foot shifting lever.



12 Lastly, the new outer shift lever, shift peg, and foot peg were installed.

Photos: John Sullivan

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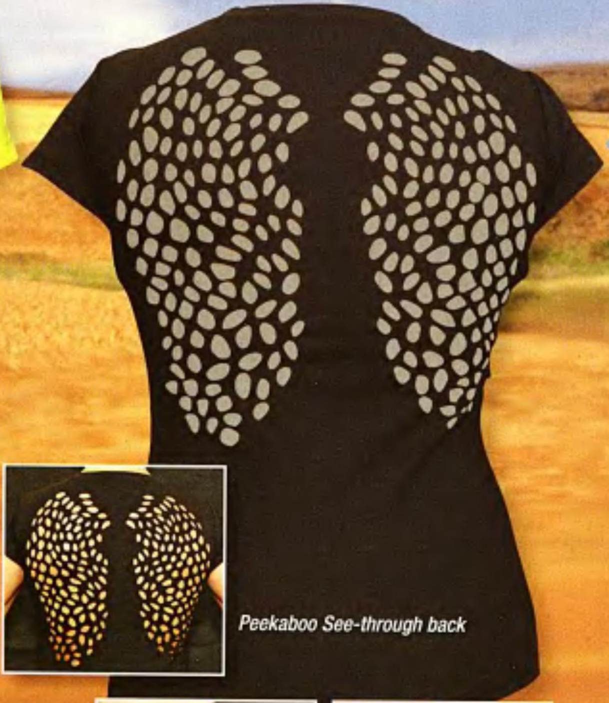

Peekaboo See-through back

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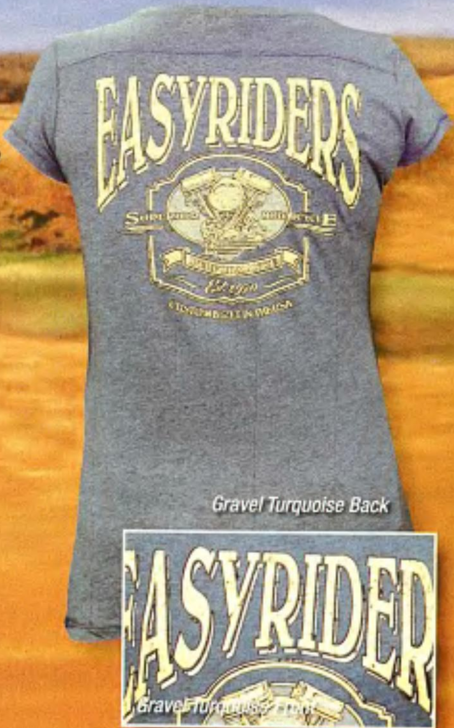

Gravel Turquoise Back

Gravel Turquoise Front

Gravel Turquoise Womens Tee
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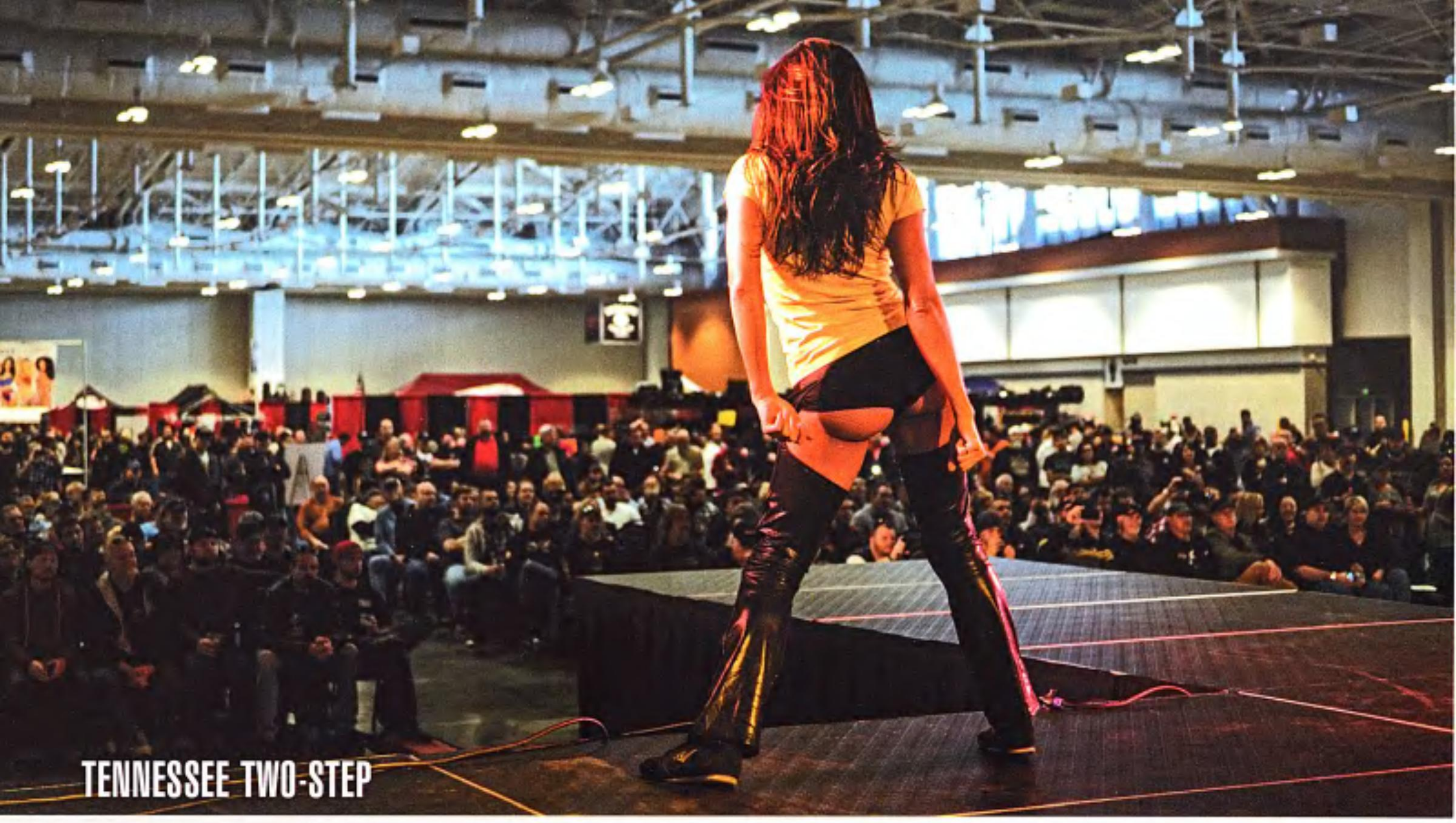
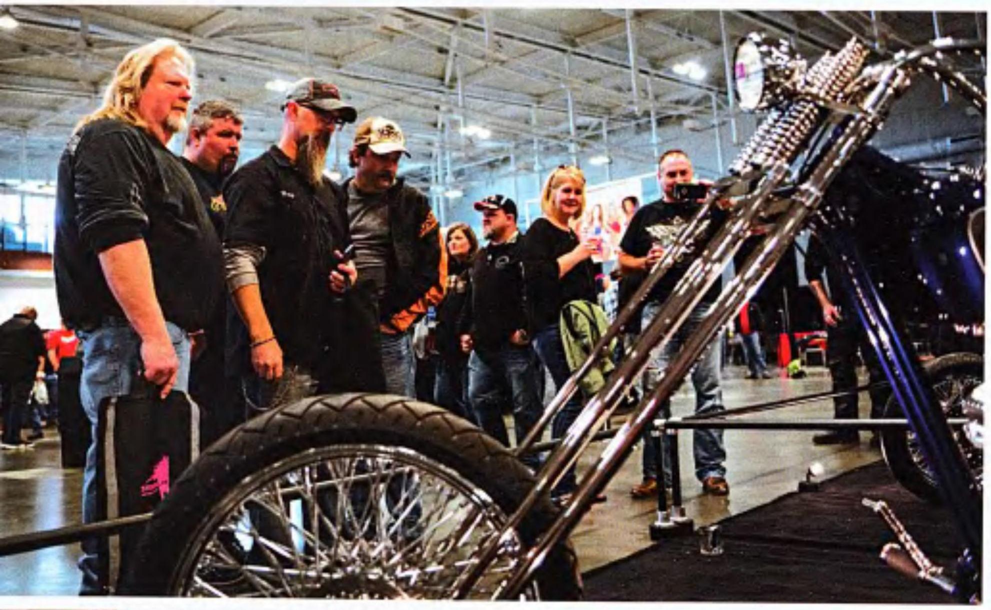


TENNESSEE TWO-STEP

NASHVILLE BIKE SHOW

It's true that a grand ol' time can be had in Nashville. We know because we've been there before, and we've come to love America's music capital. Here, every waitress, mechanic, or bus driver seems to be an ace musician hoping for the big break, or at least a paying gig in one of the many pubs, restaurants or on the street corners just about anywhere in the city. This fun-filled town is also the perfect environment for our Easyriders Bike Show.

The third stop on our 2017 Easyriders Bike Show tour happened on January 28 at the Music City Center in downtown Nashville only a throttle twist away from the Johnny Cash Museum and the Country Music Hall of Fame. This was the place to be if you're into custom motorcycles because displayed on the floor of the cavernous Hall D were some of the finest examples of custom motorcycles the South has to offer. Some bikes had allegedly been finished mere moments before the doors opened to the public.



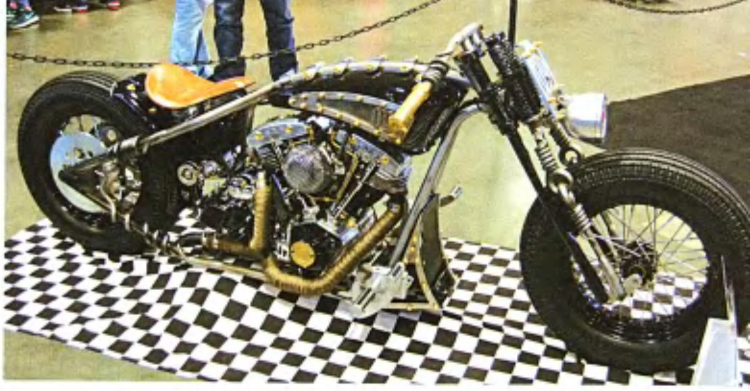
It's a familiar story.

But it wasn't just local bikes coming to compete; they came from as far away as Georgia, North Carolina, Ohio, and even Illinois. Folks pouring into the hall could not only drool over these fine examples of moto art, they could also vote on their favorite bikes in the hopes of seeing them win an award and, with it, a chance to compete at the finals in Columbus, Ohio, a couple of weeks later.

While enjoying the bikes on display or sipping on suds or buying some stuff from many of the motorcycle-related vendors, event-goers could also listen to the sounds of a local band calling themselves the Royal Hounds. They played the first two sets of the day and were followed later by the perennial biker favorites from California, the Fryed Brothers.

Of course, there was also the always enticing fashion show put on by the Purrfect Angelz, while Jason Wilson from the Discovery Channel's TV series *Sacred Steel* was present and busy signing autographs and just shooting the breeze with some of his many fans.

But then it was time to recognize and reward some of the most talented bike builders in the area, and plenty of



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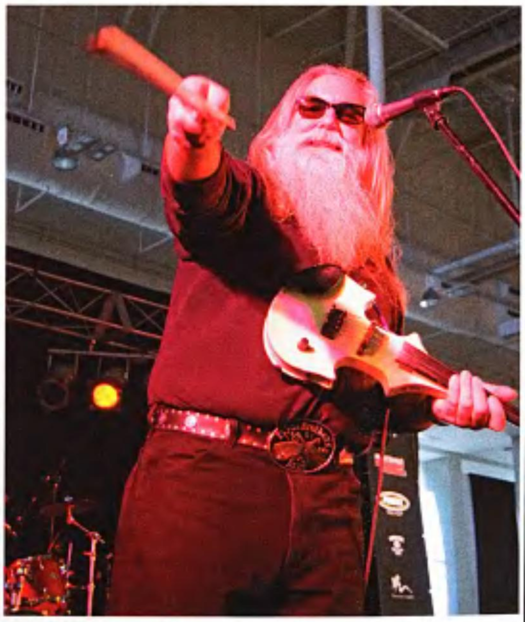

awesome talent that came to Nashville. In fact, some 40 awards were handed out, including the Douche Larouche Award for the "least shitty bike" as chosen by Jason in an effort to "spread the love" and award some of those "average bikes that are ridden daily," as he put it. Jason picked Tony Eston's 1972 Ironhead Sporty from Clarksville, Tennessee, that was still "under construction."

Among the more "serious" winners was William Leandro from Pineapple Customs in Opelika, Alabama, who won the highly coveted John Green Award for his eminently cool '79 Sportster.

With new Indian motorcycles becoming more noticed in the custom scene, the Modified Stock Bagger award went to Dianna Rhoades' beautifully hand-painted, fabricated and accessorized 2015 Indian Chief from Newburgh, Indiana. It received the Modified Stock Bagger award, while the Best of Show award was won by Jon Shipley from Hoosier Daddy Choppers in Bloomfield, Indiana, for his totally trick shovelhead.

For a complete list of all the winners and some more photos of the Nashville Bike Show, check out our website at www.easyriders.com. —*Red Baron*

Photos: Kai R. & Nathan Zucker

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Bean Blossom BIKERFEST

On the second weekend each September, the pastoral setting of the Bill Monroe Music Park & Campground in Morgantown, Indiana, erupts into a raucous biker party. This world-class motorcycle event is put on by longtime *Easyriders* photographer Michael Farabaugh, his wife, Debby, and their son, Ryan. Motorcycling has long been a passion that feeds Michael and Debby's souls. From the first time they straddled the same bike in 1967, they have clocked around two and a half million miles together. AMA Hall of Famer since 2002 for four decades of motorcycle rights work, Farabaugh knows what it takes to make a biker party a success as he certainly demonstrates with the Bean Blossom Bikerfest.

This rally is not for the timid or faint of heart or for those who like to wear clothing. It is a balls-to-the-wall free-for-all of girls, beer, music, bikes, camping—and did I mention girls? Bikerfest is laid out like the old-school rallies of the 1970s, and there is a no-holds-barred attitude about most things. It's the kind of down-and-dirty, naked bodies and public partyin' kind of get-together that we bikers are known for, from titty contests to the world's biggest naked slip 'n' slide.

Easyriders roving editor, Clean Dean, judged a ride-in bike show and Chip Davis' "BB King" Road King won Best of Show. The crowd always loves the bike rodeo games such as the wienie bite and slow races, and this year there was the added excitement of an onsite bike build by Capone's Street Rod Motorcycles. This five-day event also featured all the necessities of a good ol' muddy biker party, including pinstriping, tattooing, body paint, and lots of food and vendors.

The main stage kept the party alive throughout the five-day campout, featuring all sorts of music and entertainment. From The Flying Toasters

Photos: Amy White/Clean Dean Shawler

to Duke Tumatoe, there was always something going on that was music to our ears. From 1970s cover rock to soul searching blues, all the music was befitting a badass party.

Saturday afternoon a program on stage paid tribute to America's Veterans of every war and conflict, and a respectful crowd gathered to honor our military past and present. The party culminated in a titty contest on Saturday night. The ladies on stage were enthusiastic dancers and the crowd loved it!

In spite of torrential downpours, the 14th Annual Bean Blossom Bikerfest was, as usual, a raging success. Our sincere appreciation goes to the Farabaugh family for all their hard work in keeping this event exactly what a bike rally should be for all these years.

—*Amy White*

Editor's note: *As we went to print on this issue, we were given the news by Ryan Farabaugh that his father Michael has passed away. "Balls" as everyone knew him, was just back from Daytona Bike Week. He went to sleep in his own bed and just didn't wake up the morning of March 21st. He was a lifelong biker and freedom fighter, a loving husband, father and grandfather, a passionate photographer and a faithful friend. He will be missed by all in the motorcycle world. The man whose motto was, "It's all about the ride" has ridden on ahead.*

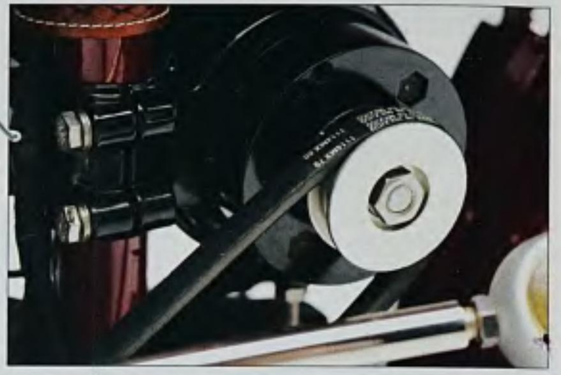
Andy Marks' Kiwi Indian Racer

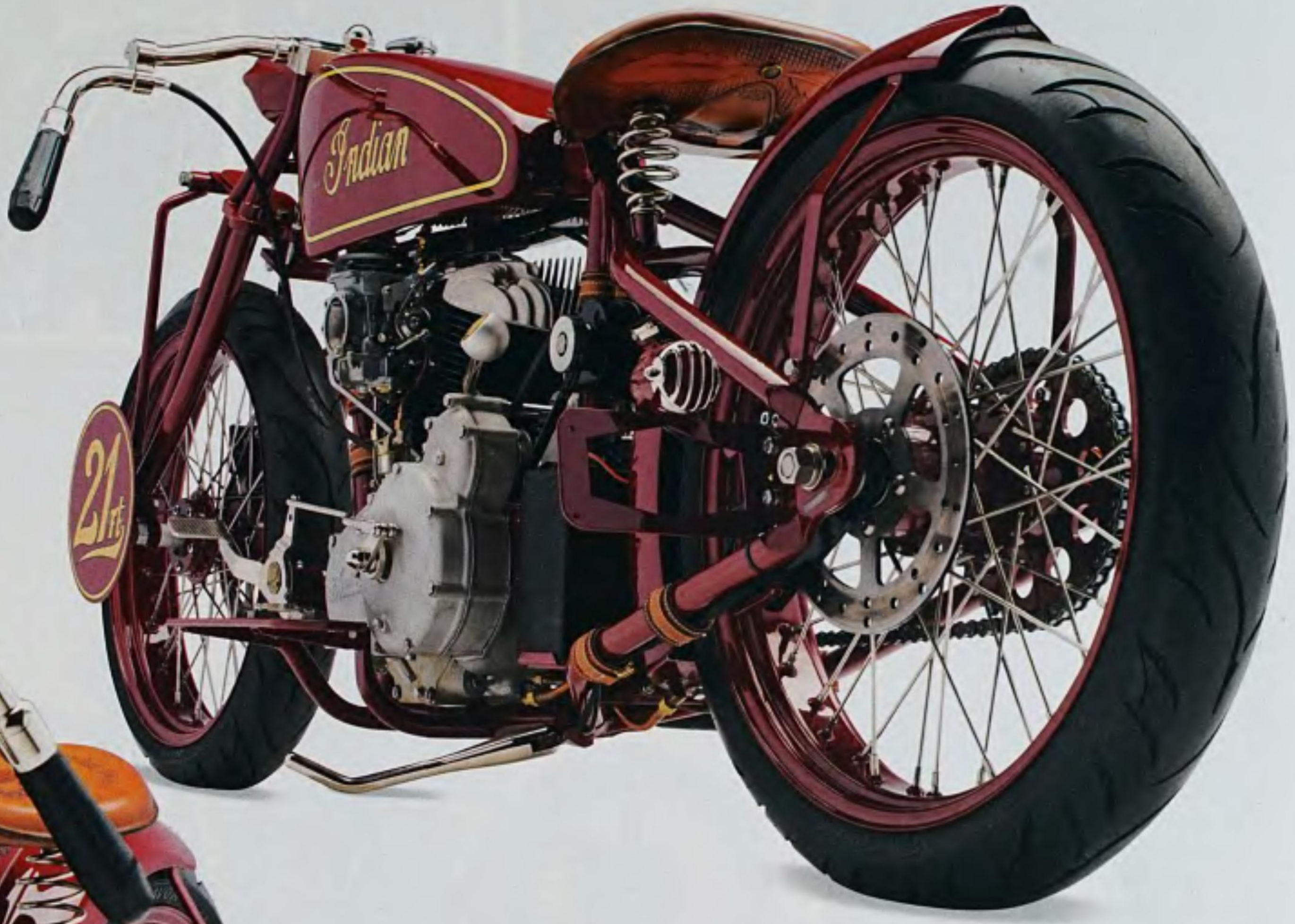
The Lady Of The Wind

Boardtrack racing was one of the first extreme sports. Young men of the era would engage in hair-raising antics at insanely high speeds on wooden tracks, defying death, and often losing their lives, in pursuit of racing glory. The tracks were constructed of wooden boards, which led to their nickname of Splinter Roads.

Andy started the bike in homage to the racers at the 1911 Isle of Man, where Indian achieved perhaps it's greatest glory.

"She's fast, she's sleek, she's beautiful."





The heyday of boardtrack racing was the teens through the twenties, and the sport saw its demise with the onset of the Great Depression. A byproduct of the Roaring Twenties, a mile and a quarter of track required a million board feet of wood to build. The tracks needed constant maintenance, and carpenters would repair the tracks from below, even while a race was going on! It was plumb crazy. However, many of the racing innovations such as banked curves were given birth in the boardtrack era and continued on to modern race tracks today.

The tracks saw the birth of the Harley-Indian wars, where racers from both camps battled it out on tracks across America and their exploits thrilled crowds coast to coast.

The early bikes were little more than engines bolted to lightweight frames with forks and two wheels. They didn't have transmissions or brakes. Andy Marks, the owner of this bike, admired the history and bravery of those heroic racers of the last century and wanted to build a bike that paid homage to that era, with small concessions to 21st century technology, namely; brakes, a transmission, and exotic things like pneumatic tires, for instance. In this pursuit he enlisted the help and expertise of one of the most knowledgeable authorities on the subject, Mike "Kiwi" Tomas of Kiwi Indian in Riverside, California.

Mike has been supplying replacement parts for vintage Indians since 1988. Unhappy with the quality of the patchwork of suppliers of "restoration" parts for Indians, he quietly found a niche for himself and his wife, Caroline, supplying updated parts for riders and collectors. In 2002, he finished his first complete ground-up engine design, improving greatly on the original, and rode his bike 6,000 miles across the country, trouble-free. He now supplies complete motorcycle kits as well as replacement parts worldwide.

Andy started the bike in homage to the racers at the 1911 Isle of Man, where Indian achieved perhaps it's greatest glory, a clean sweep of the podium, first, second, and third place—a feat that has never been repeated. However, on October 21, 2014, while the bike was being constructed, tragically Mike and Caroline's only son, Ross Tomas, was cut down in a motorcycle accident. The bike then took on a new meaning for Andy. The reason the bike wears the 21RT plates is in respect for the passing of Ross Tomas, on the 21st of October. The bike lives on in memory of the talented fabricator, Bonneville record holder, and all around great kid, who left this world too soon.

Andy says that he named the bike "Kiwidinok," which is a baby girl's Native American name meaning "Lady of the Wind." He tells us, "She's fast, she's sleek, she's beautiful…and she reminds us of the incredible glory, courage, and the insanity of guys getting on these bikes and going a hundred miles an hour on oil soaked wood in the greatest era of motorcycle racing."

—Kit Maira

Owner: Terri Levine and Andy Marks
City: Columbus, Ohio

GENERAL
Designer: Mike Tomas
Year/make: 2015 Kiwi
Model: Boardtrack Racer
Assembly: Kiwi Indian
Time: 1 1/2 years

ENGINE
Year/make: Kiwi Indian
Model: BTR
Displacement: 84 inches
Cam: Kiwi Indian
Ignition: Kiwi Indian
Pistons: Kiwi Indian
Heads: Kiwi Indian
Lifters: Kiwi Indian
Carb(s): Keihin CV
Air cleaner: none
Pipes: Kiwi Indian

TRANSMISSION
Year/make: 2013 Kiwi Indian
Modifications: none
Shifting: jockey

PAINT
Painter: Abes Custom Paint
Type/color: Indian Red

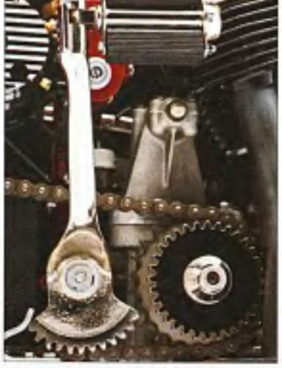
FRAME
Builder: Kiwi Indian
Rake: 27 degrees
Stretch: none
Shocks: none
Other Modifications: one-off

ACCESSORIES
Bars: Kiwi BTR 3-piece
Handlebar controls: Kustom Tech
Fender: Kiwi Indian
Headlight: Kustom Tech
Taillight: Kustom Tech
Electrics: Kiwi Indian
Gas tank: Kiwi Indian custom
Oil tank: Kiwi Indian custom
Oil system: Kiwi Indian
Seat: Nanci Rogers Ace High Leathers/Tom Swanson Authentic Leatherworks
Pegs: floorboards
Grips: Kiwi Indian

FORKS
Type: Leaf Spring
Extension: none
Builder: Kiwi Indian

WHEELS
Size: 21
Wheels: Kiwi Indian
Tires: Avon
Brakes: Performance Machine

Photos: Michael Lichter



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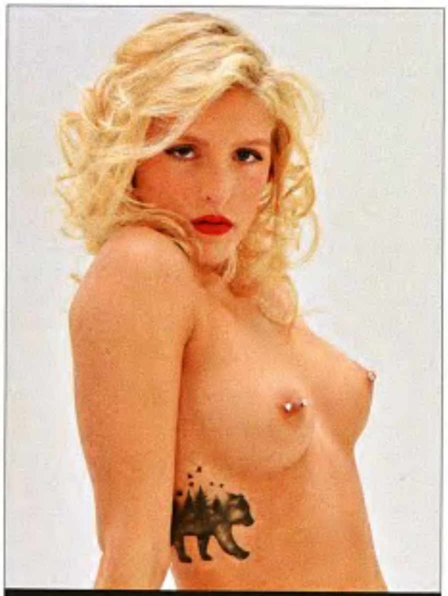
This Month's Winner

In this month's issue we bring you sweet and shy Katarina from Michigan. This cute as a cartoon bunny blondie enjoys long walks in nature, flower arranging, and murdering hitchhikers. Turn to her feature in this issue and dig her hiding the evidence on Jason Stritenberger's trippin' Psychedelic Sportster.
—Captain Moosecock



#0601 Ashley—Michigan

"My first ride on a Harley we were going so fast that all my clothes blew off. Why does this keep happening?!"

#0602 Molly—Montana

"My first time on a Harley was the most amazing thing ever. I have never felt so free!"

#0603 Contessa—Arkansas

"My first ride on a Harley was so exciting. I don't know who was more revved up, the bike or me!"

Fox Hunt

WIN $500!

Hey ladies, now you can win $500 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

Easyriders magazine is looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $200 for sending in the photo and the winner gets $500 for modeling at our studio or choice of location.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

• Entry photos must be topless. **No Polaroids or scanned photos!**

• The release form (on this page) signed and a photocopy of model's driver license.

• A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to:
Easyriders Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.

Here's next month's Fox Hunt winner as selected by you pud-pulling patriarchs. Meet a mostly moist mademoiselle from Michigan named Melissa. Melissa enjoys craft beer, craft-beer farts, and nude parasailing with paraplegics. Come back next week or we'll tell everyone about that time in Cabo you blacked-out on mescal and went down on Don Rickles.

528

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!

Here's a picture of my boy, Heath, with my 2013 Road King. My two favorites in one photo! ***—Andrew Assenheimer, Highlands, NJ***

Puttin' pooch, ready for the wind. ***—Mike Cook, Canton, OH***

This is our one-year-old Maltese, Sophie. Boy, she must have known when we rescued her last year from Missouri and brought her to North Carolina that she was going to be a motorcycle-riding diva, riding lots of miles. No training, she just jumped right on our old-school bike, sitting on the gas tank, and rode around in the yard the first day!
—*Danette Larsen, Albemarle, NC*

THE KINDNESS OF STRANGERS

I had decided to head down to the Keys on my brand new Ironhead Sportster. This was back around early spring of 1977. I had gotten an insurance settlement and it just about covered the purchase of the Sporty, so I scraped up what cash I could and headed out of New York for the sunny climes of Florida.

I had about a hundred fifty cash to make the trip with, and if I kept to campin' in rest stops and eatin' beany wienies and cheese crackers out of vending machines, I could make it all the way to Key West. Or so my 20-year-old mind believed.

I didn't take tolls into account but gas was cheap enough back then. I had the clothes on my back, a spare pair of underwear and socks, and a beat up old leather I'd inherited from an old timer. I wore a three quarter helmet with a huge ding in it from a mistake I'd made (hence the insurance check), a pair of cut down welder's gloves, and some insulated jeans. I mean what else does a kid need to eat up the miles?

Once I cleared the cold weather, I shucked the jacket and gloves. I tied them to my bars with clothesline. The resulting "airdam" I created with that nifty solution blew wind up under my shades all the way to Georgia, where they finally blew off at around 85 per. I pulled into a sleepy backwater town to find a general store to replace my shades and maybe grab some real sit down grub at a diner. I was still bucks up, so I figured I'd splurge.

After some eggs and a nice chat with a really sweet waitress, I wandered over to Harold's Hardware. Sally Ann the waitress told me they sold shades there and I'll be damned if they didn't have some KDs. Judging from the dust on them, I'd say not many farmers wore them. They were cheap enough, so I bought two pair. I shoved one pair under the clothesline holdin' my leather in place and donned the other.

I kicked my Sporty through a few times 'til she caught. Lordy I love the sound of an Ironhead through drag pipes. I let her settle into her low idle and just before I kicked her into gear, I heard Sally Ann. "Hey, I didn't get your name," she yelled over the Sporty as she came runnin' up to me.

"It's Nick… Nick Drago," I answered with a grin.

"Well, here's my number if you ever roll back through town. Although judgin' by your New York tags I guess you won't be through that often."

"Ya never know, Sweety, I tend to wander a lot. Maybe I'll see ya on my way north." I leaned over and gave her a quick peck on the cheek.

She blushed a bit and I stomped my Sporty into gear, slipped the clutch and roared off in dramatic fashion. Man, I thought I was the shit right then—a regular Bronson. Just as my head swelled to the size of a party balloon, what with all my coolness and all, I heard the whine of an old style police siren and my head instantly shrank back to size.

Two hours later I was 50 dollars poorer for open pipes and an improper lane change. Yeah, back in the day the cops took ya right over to the magistrate to settle things. Now I had budget problems. I figured when I got to Key West I'd get a job dishwashin' in some greasy spoon or gin joint, but I had to get there first.

I decided if I didn't eat anything more than cheese crackers and water from fountains I'd make it all right and

I did. I pulled into what passed for a campground at the farthest end of the Keys and had just enough to pay for a site. I pulled my patched up old tent from my sissybar, set up camp right next to a ratty old teardrop trailer, and started walkin' into town to look for work. I figured I'd make some dough and when I'd had enough I'd find out if all the stories about this place were true.

"Hey son," someone called from behind me. "Real nice scooter ya got there. Come take a look at this." I turned to see a grizzled older dude, shaggy hair, unkempt beard, torn jean shorts, and broken sandals. He was motionin' towards the back of the old trailer where I spied a tarp-covered lump.

"Maybe later, sir. I'm headin' into town lookin' fer work."

"Stick with me and I'll find ya all the work you'll need in this here town." He motioned again and not wantin' to be rude to my new campin' neighbor, I walked on over. He pulled the canvas tarp off the lump and there sat an Ironhead motor stuffed into an Amen frame with a long springer attached. It was spotless and downright beautiful.

"Wow," I exclaimed. "You built it?"

"Sure did. Me and my brother. You help me fix this flat tire and I'll spot ya free campin for all the time you're here."

The deal sounded a little lopsided so I questioned him on it. "Well son, I own this here campground and I'm the Mayor here in Key West for eighteen more months and longer if folks see fit." He said it with a huge lopsided grin and I suddenly knew that the guy was a little crazy. I mean, savin' boogers in a jar alongside belfry bats crazy, but his eyes looked as honest as Abe's.

He shoved out his hand, and I offered mine. "Name's Robert," he grinned. A deal was struck and a friendship formed right then and there. We wrenched his bike, patched his tube, and in two hours time, we were ridin' the not so mean streets of Key West. I learned where every bar, club, clam shack, and eatery was and I found some part-time work in a few of them.

Seems old Robert was tight with a lot of waitresses and most of 'em were pretty as all get out. One in particular didn't mind sharing a tent with a New Yorker or the back seat of his Sporty.

Three weeks passed in a blur and it was time for me to head on back to cooler climes and begin my seasonal work as a nursery digger. I hadn't paid for many drinks and Robert really knew his way around a grill and kept me stuffed with polish sausage and grilled chicken wings every night, along with quite a bit of rum, so I was able to scrape up another hundred and a half. If I was careful in Georgia and the Sporty didn't act up, I'd have money to spare for the ride home.

I said goodbye to my tent mate in the warmest of fashions and as she walked out of the campground in nothing but a T-shirt and bikini bottoms, she gave a wave over her shoulder.

"Hope ya had a good time, son," said Robert from under the tattered awning that hung lopsidedly from his trailer.

"I truly did, thanks to you." I said gratefully.

"I hope you'll come back and see us soon. Key West will always be here unless the Lord and the hurricanes want things to change." Robert reached out and shook my hand warmly and I could feel a slip of paper pass between us. "That's my number if ya wanna make reservations fer next year. Thanks for the company, the fun, and the help with my scooter."

I fired up the Ironhead, pointed my nineteen towards the road and rolled on out waving as I left. I had every intention of returning. Long story short, I ended up in the same Georgia town, bein' pulled over by the same Georgia Sheriff, because I just couldn't get Sally Ann outta my mind. While I fished around in my pocket for cash to hand the Magistrate, I pulled the wad of paper outta my pocket that Robert had passed to me. It was a tightly-folded hundred-dollar bill. Good ol' Robert. I paid the fine and headed out of that town for good.

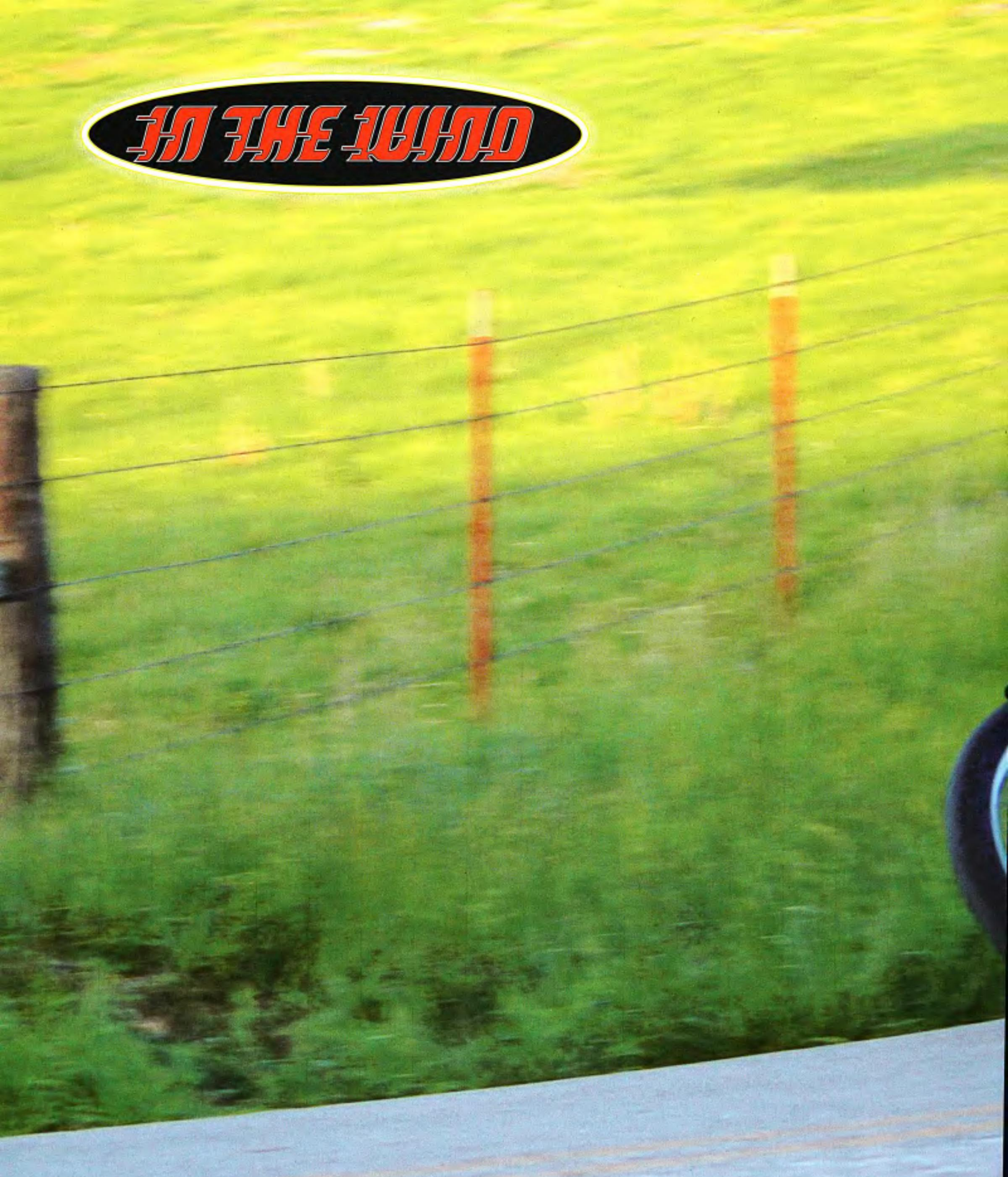
Fast forward a whole bunch of years and I found myself cruisin' down the Overseas Highway, diggin' the beautiful green water and sparklin' blue sky. I saw some square headlights behind me comin' up fast and before I knew it, an Ironhead Sporty roared past me at a good clip. Open pipes bellowed back in sheer rebellion, and I smiled.

By the time I made it to Sloppy Joe's on Duval, I was ready for a rum and a beer. I spied the Sporty out front and when I headed inside, I overheard the rider talking to one of the bar maids. Seems he was lookin' for work.

I called him over and bought him a drink. We talked about bikes, the road and some fine women we'd been lucky to know, and I find out he was low on bucks. I bought him some grub and a few more beers. He insisted on paying for a few rounds out of pride and camaraderie and I let him. I left the tip and when we walked out to the bikes we shook hands to go our separate ways. I slipped him a piece of paper.

"That's my number and email. If ya ever wanna have a few beers and shoot the shit again, look me up. Stay safe, brother."

I started my bike and rolled right out before my new brother had a chance to see the two hundred dollar bills I slipped to him along with the handshake. Robert was a damned fine teacher. May he rest in peace. *—Z. Jakl*


IN THE WIND

Gabe shows us the thrill of leanin' his trusty Shovel into a curve.

—Chris and Gabe Gibbany, Harrison Ark.

1972...Wimpy Porcelli gets air. —Easyriders archives

Sad Leprechaun. —Don Rogers, Catskill Mountain Thunder

We proudly support women's athletics. —Ajax, Grand Forks, N.D.

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Just another bitchen day in Mexico. —Cary Brobeck, El Diablo Run

How linguini and clam sauce is made. —Don Rogers, Catskill Mountain Thunder

"Sorry honey, penises don't discriminate."

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SWIRL

JASON STRITENBERGER'S COURT HOUSE CUSTOM

Court House Customs made their own stainless steel sissybar, coil mount, motor mount, and forward controls for this swirly chopper.

Jason "Strit" Stritenberger converted a stock 1996 Harley-Davidson Sportster into this stretch of swirled imagination. Jason and his lifelong friend D.J. Jenkins own Court House Customs out of Washington Court House, Ohio. D.J. is a drivetrain specialist and Jason handles design, assembly, fabrication, and is an expert engraver.

Together, they've built custom Triumphs, 750 Super Sports, even a Honda Trail 70. Court House Customs made their own stainless steel sissybar, coil mount, motor mount, and forward controls for this swirly chopper. Jason hand-formed the king and queen seat before sending it to J&J Upholstery. With no front brake and foot shift/hand clutch controls Jason keeps his bright swirly chopper narrow and nimble with plenty of power and room for a passenger.

The project began with a hardtail kit from Led Sled Customs. Jason hand-shaped the rear fender complete with molded-in LED taillight. When it came time for paint, Jason wanted a look that's a cross between tie-dye and marble with a 1970s vibe, so he sent the tank and fender out to hydro-dip specialist Scott at Quality Collision to made it happen.

Not finding an oil tank to his liking, Jason welded 17 pieces of aluminum together, shaping, pressure testing, re-welding, re-testing and polishing with the dedication of a saint. The peanut fuel tank holds around two gallons, which gets him 150 miles between fill ups. The left side rear frame member holds a Hard Luck Designs custom-made solo bag with a fuel sling that carries a jar of gas to get him to the next petrol depot.

When it comes to riding this modern chopper with an old-school flair, Jason says the most perfect chunk of asphalt can be found near Sturgis, as long as you don't have to swerve around buffalo chips.

Speaking of fast maneuvers, Ms. Katarina, whom you selected as this month's Fox Hunt winner, ads just the right 1970s vibe for this bike feature. Just like the paint on this Sporty, she had our brains swirling.

—Swirled Cheese

Not finding an oil tank to his liking, Jason welded 17 pieces of aluminum together to make this one.

Owner: Jason Stritenberger
City: Washington Court House, Ohio

GENERAL

Fabrication: Court House Custom
Year/make: 1996 Harley-Davidson
Model: Sportster
Assembly: Court House Custom
Time: 6 months
Chroming: Chromatic Cleveland Ohio

ENGINE

Year/make: 1996 Harley-Davidson
Model: Sportster
Ignition: Dyna "S"
Displacement: 74 cubic inches
Carburetor: Powdercoated CV
Air Cleaner: Old Stuff Cycle
Pipes: Court House Custom

TRANSMISSION

Year/make: 1996 Harley-Davidson

PAINT

Painter: Quality Collision
Type/color: Hydro Dip/multi

FRAME

Year and builder: 1996 Court House Custom
Type: rigid
Rake: stock
Stretch: 4 inches back
Modifications: Led Sled hardtail kit

ACCESSORIES

Bars: Zombie Performance
Handlebar controls: Court House Custom
Fender: Ledsledcustoms.com
Headlight: Volkswagen/ Hella VW bus dual
Taillight: Lucas style
Pegs: Court House Custom
Electrics: Court House Custom
Gas tank: Lowbrow modified by Court House Custom
Oil tank: Court House Custom
Oil System: Court House Custom
Primary: Harley-Davidson
Seat: Court House Custom/ J&J Upholstery
Mirrors: el cheapo
Grips: Lowbrow

FRONT END

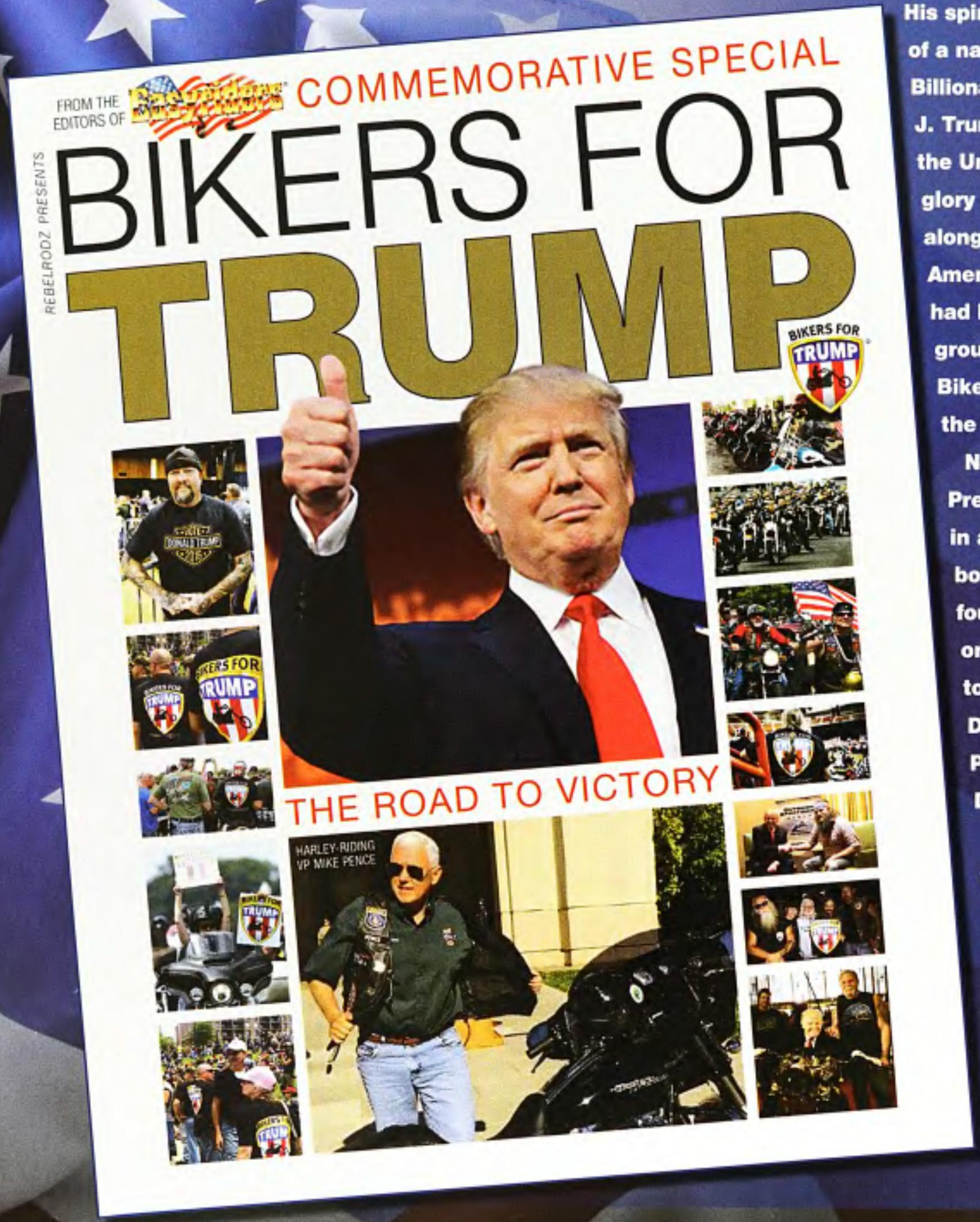
Type: spring type
Extension: stock
Builder: Led Sled

WHEELS

Type: Led Sled Invader front, Harley-Davidson rear
Size: 21-inch front, 16-inch rear
Tires: Firestone
Brakes: Harley-Davidson

Photos: Don Rogers
Model: Katarina
Contact: Court House Customs
chcustom.com

OHIO
14YLH



His spirit and drive captured the heart of a nation and shocked the world. Billionaire businessman Donald J. Trump is the 45th President of the United States, but his road to glory had its share of potholes along the way. Luckily, red-blooded Americans from all walks of life had his back and such grassroots groups as Veterans for Trump and Bikers for Trump helped to pave the way for a stunning victory.

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NUMBER 19

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PINK PANTHER

ANDREW URSICH'S SHOW-STOPPING SCOOTER

MOONEYES JAPAN

NUMBER 94 YAMAHA

CATSKILL MOUNTAIN THIUNDER

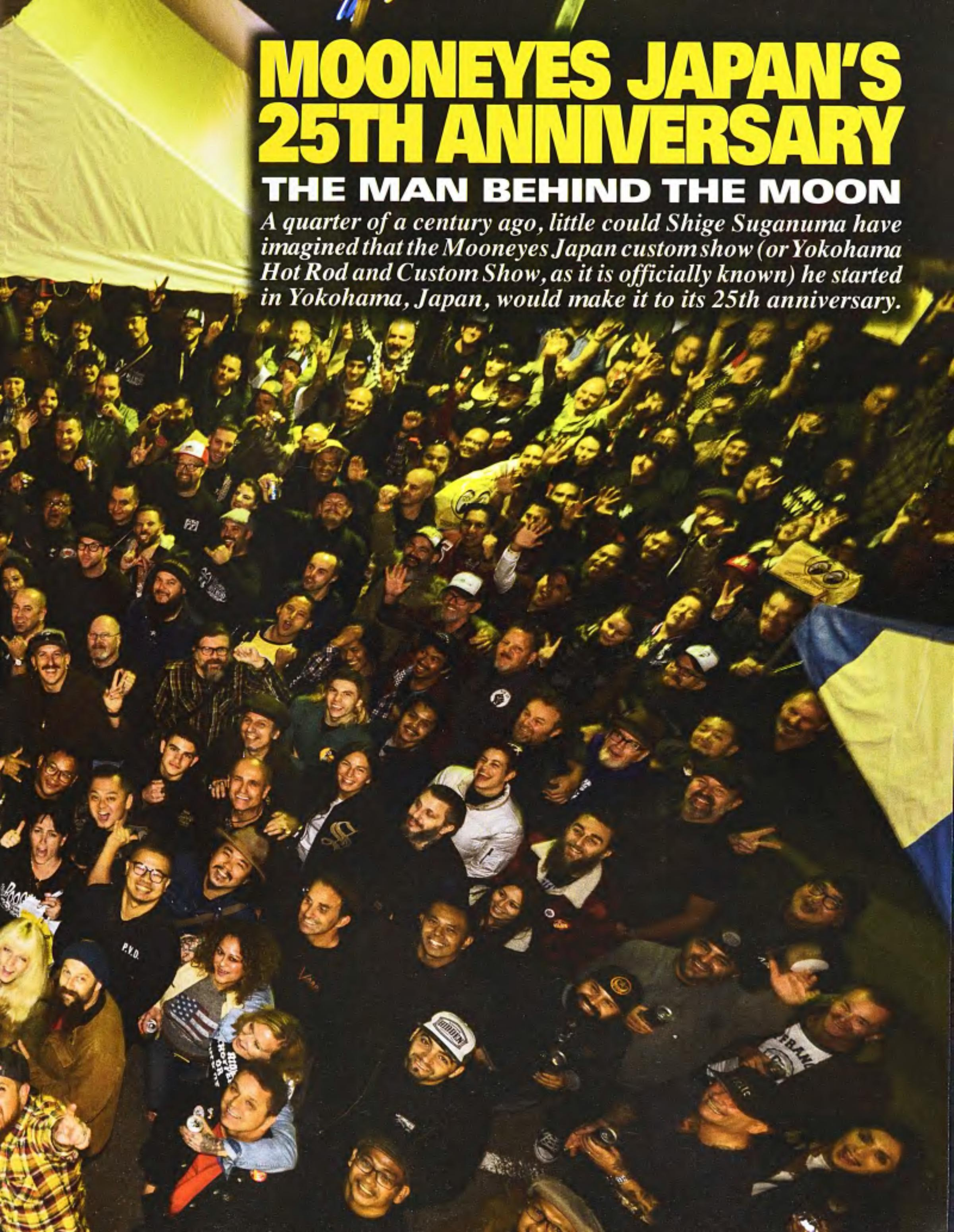
ALIEN POISON

MOON Automotive
SPEED & CUSTOMS
2-10

MOONEYES JAPAN'S 25TH ANNIVERSARY

THE MAN BEHIND THE MOON

A quarter of a century ago, little could Shige Suganuma have imagined that the Mooneyes Japan custom show (or Yokohama Hot Rod and Custom Show, as it is officially known) he started in Yokohama, Japan, would make it to its 25th anniversary.



The idea back in 1992 of a show in Japan focused on American-inspired hot rods and custom choppers must have seemed an odd choice. But Shige has always loved Kustom Kulture, going right back to his years as a Japanese exchange student in SoCal. It was then that he sought out and apprenticed with Dean Moon in his Santa Fe Springs, California, Mooneyes hot rod shop.

Shige opened Mooneyes Japan in 1983, then within a few years of Dean Moon passing away in 1987, he was entrusted with taking over the entire Moon Equipment Company enterprise. Shige crosses 5,400 miles of Pacific Ocean nearly every month to work out of the Mooneyes USA shop, which is still operating in the original Santa Fe Springs location.

For those not be familiar with the Mooneyes name, you would surely recognize the company's spun aluminum fuel tanks and wheel covers, as well as the Mooneyes Logo. As to how the custom bikes got incorporated into what started as a hot rod show, Shige always exhibited his personal bikes, and then in 2001, after meeting up with the Sinners in SoCal, he recognized the synergy and notched up his game by inviting American builders to come to Japan with their bikes. He realized these guys were a new breed of biker that were just like his hot rod friends to the point they even dressed alike in their white T-shirts and Dickies.

In the years since, many invitations to attend Mooneyes have been awarded to builders, particularly at Born Free with whom Shige has a loose affiliation. This all-expense-paid invitation from Shige has become what may be the most coveted honor any builder can receive. For the 25th anniversary, Californians Arie VanSchyndel, Chopper Dave, Jeff Leighton, Mitsuhiro "Kiyo" Kiyonaga, Max Schaaf, Ryan Grossman, Steve Caballero (of skateboarding fame), and Yaniv "Neevo" Evan were the invited builders who got to avail themselves of Shige's hospitality (along with Winston Yeh from Taiwan.) Each was treated like royalty and became an instant Japanese celebrity as they rode their bikes into the hall for the grand entry. They revved their engines as they passed a huge cheering crowd held back by ropes on each side of them.

Shige Suganuma and friend.

DETAILS CREATE STYLE

PRESS

79

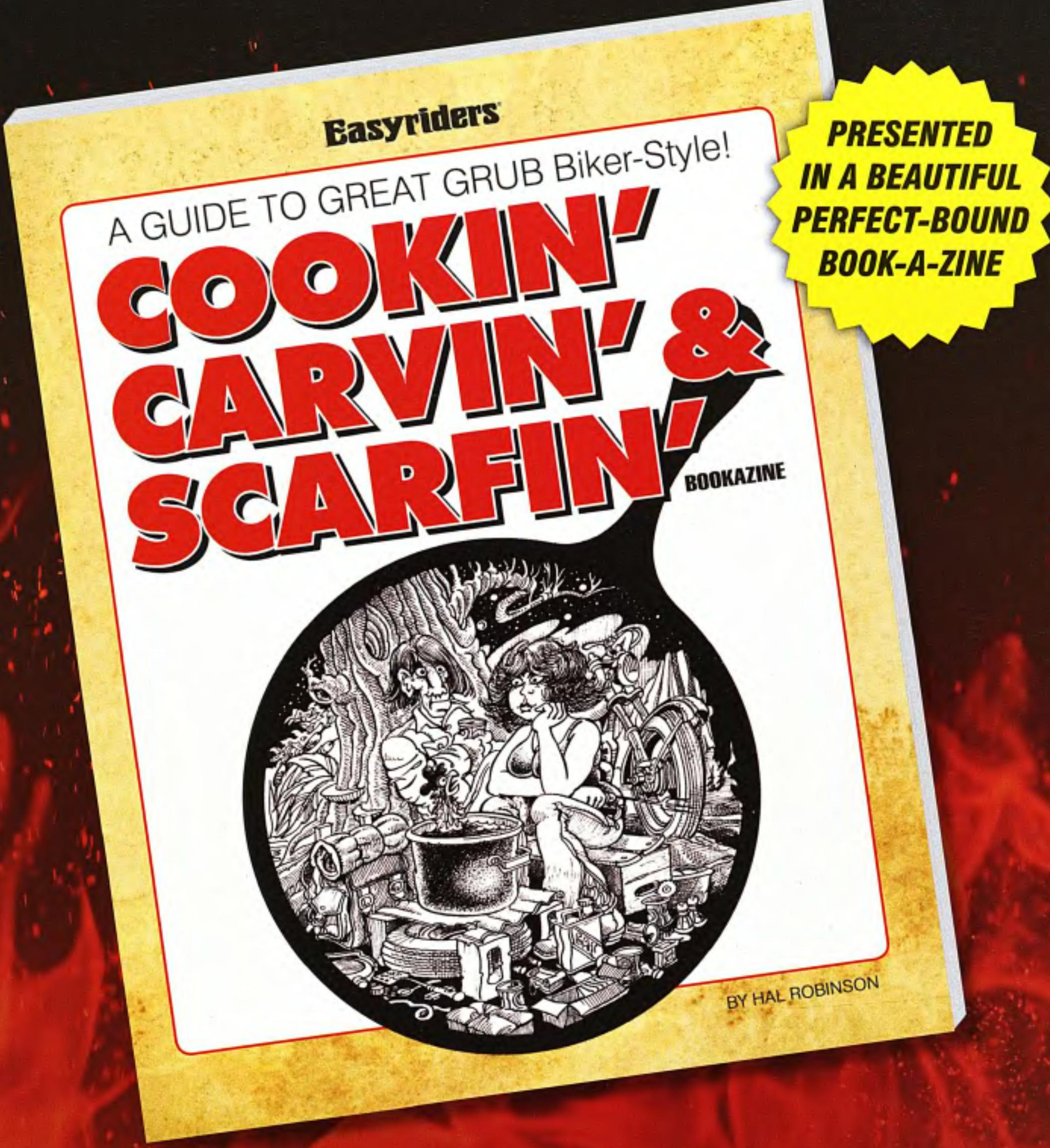
Each year, more and more American attendees show up as they realize how special this show is. This year I ran into a dozen bikers from my home state of Colorado and more from all over the map. Nearly a thousand attendees flew in from outside Japan for this one-day extravaganza, as well as over 250 motojournalists from all over the world.

As for the bikes, the photos can tell the story better than my words, but with 650 incredible custom bikes on display and over 300 custom cars, they won't tell it all. And don't think you can just come back and see what you missed next year, because all the bikes are being shown for the first time. And while this is a one-day show, there are many biker-related happenings to check out that comprise several days. There are pre-parties (Dice,) pre-pre-parties (Cycle Zombies,) after parties (Mooneyes) and shops to visit. All this and more makes Mooneyes Japan a must-experience event!

The date for 2017 hasn't been announced yet, but Mooneyes Japan typically happens the first weekend of December. Get all the details at *www.mooneyes.co.jp/en/*.

—Michael Lichter

Pics by Michael Lichter



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THE PINK PANTHER

ANDREW URSICH DOES IT AGAIN!

This one-off wonder took top honors at the Ventura Chopperfest and Editor's Choice at the Easyriders Sacramento Bike Show.

You never know what is going to roll into a custom bike show. Last year, Andrew Ursich, owner of Portside Garage in Long Beach, California, brought an absolutely splendid knucklehead chopper to our Long Beach Bike Show and went home with a Best of Show. He brought that sleek long bike to the Columbus Invitational and won…wait for it…Bike of the Year!

Known for building bikes based on old-school designs yet incorporating a unique style of their own, Andrew thought long and hard about coming up with a custom motorcycle that would once again blow away our judges. Yep. He did it. You are looking at his Pink Panther, a scooter that is unlike anything else you'd normally see—a one-off wonder that took top honors at the Ventura Chopperfest this year and Editor's Choice at the Easyriders Sacramento Bike Show.

For this light, nimble little gem, Andrew came across a true oddity to power it. Phelon & Moore made motorcycles in Yorkshire, England, from 1904 to 1967. Best known for their Panther marque, the company produced a unique motorcycle with a large, sloping 40-degree single-cylinder engine that was used as a stressed member of the frame. In 1932, the Panther M-100 was launched with its 600 cc single motor.

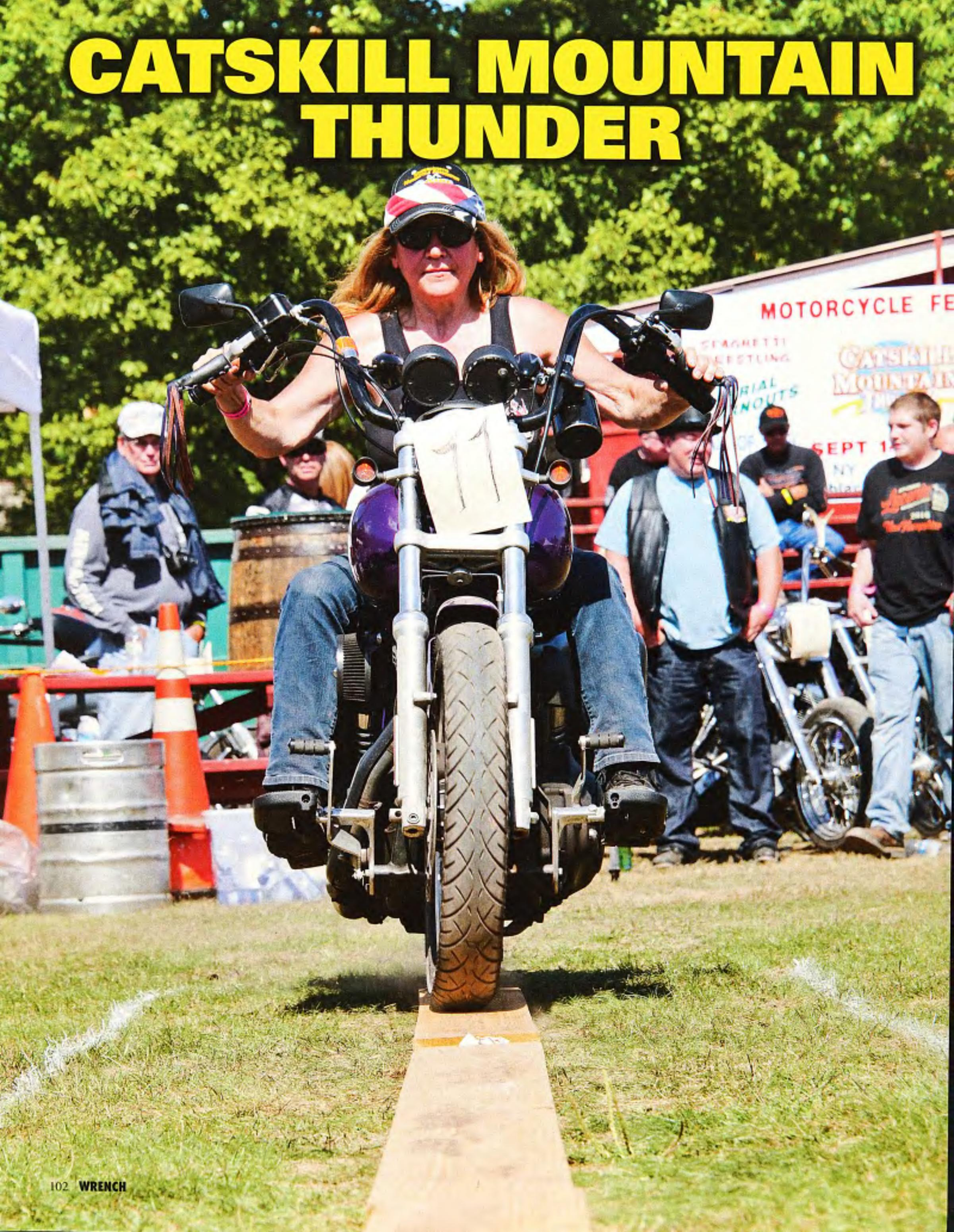
Andrew found this 1949 Panther M-100 motor on Craigslist, bought it, and then took it down to Hernan at Engrave It and had him work his magic to make this "sloper" really stand out. The rigid frame was built by Andrew and the sweet leaf spring front end is by Voodoo Vintage Fabrication out of Austin, Texas. The transmission came out of a 1956 Triumph and also got the Hernan meticulous engraving treatment.

Other parts and accessories came from chopper gods, such as the bars by Regatta Garage, rear fender from Gasbox, pegs and grips from JC Manufacturing, and the extremely minimalist seat is by All Glass & Upholstery. That absolutely killer little headlight is a vintage 1920s design by Woodlite and the dazzling pink custom paint is the expert work of Danny D. of Baldwin Park.

We love it when a builder comes along and just keeps blowing our socks off. Can't wait to see what Andrew comes up with next! *—Dave Nichols*

Owner: Andrew Ursich
City: Long Beach, CA
General
Fabrication: Andrew Ursich
Year and make: 1949 Panther
Model: M-100
Assembly: Portside Garage
Time: 5 months
Chroming: Engrave It
Engine
Year and make: 1949 Panther
Rebuilder: Andrew Ursich
Ignition: Panther
Displacement: 600cc
Lower end: Panther
Balancing; Panther
Pistons: Panther
Heads: Panther
Cam: Panther
Lifters: Panther
Carb: Amal
Air cleaner: Amal
Pipes: custom side exit
Transmission
Year and make: 1956 Triumph
Shifting: foot
Painting
Painter: Danny D.
Color and type: Axalta/pink
Frame
Year and builder: 2016 Andrew Ursich
Type: rigid
Rake: 30 degrees
Stretch: 2 inches
Accessories
Bars: Regatta Garage
Handlebar controls: Kustomtech
Fenders: Gasbox
Headlight: Woodlite
Taillight: After Hours Choppers
Pegs: JC Manufacturing
Gas tank: Triumph
Oil system: in engine
Seat: All Glass & Upholstery
Grips: JC Manufacturing
Front end
Type: leaf spring
Extension: none
Builder: Voodoo Vintage
Wheels
Size: 21-inch front, 18-inch rear
Hub: Triumph conical
Tires: Allstate
Brakes: Triumph
Photos: Ben Zales
Contact: Portside Garage 310-710-6981
portsidegarage@yahoo.com

CATSKILL MOUNTAIN THUNDER



While most of us are trying to squeeze in one more ride before the fall chill simply gets too damned cold for normal folk, Blackthorn Resort starts its annual prep for one last biker blowout of the year. Nestled way up north amid the magnificent landscapes of the Catskill Mountains, the approximately 150-acre campground answers our desperate pleas by organizing one kickass rally and squeezing it into the calendar before the first snow.

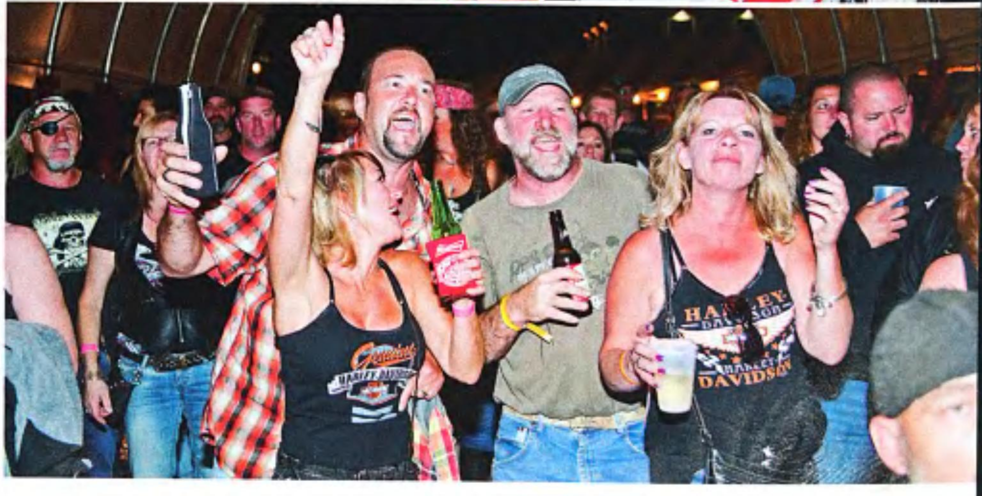
Catskill Mountain Thunder has been growing strong for 19 years under the watchful eyes of the Handel family and close family friend Dick Cartier. If any of you have seen the biker build-off at Laconia Bike Week, then you've seen the results of Dick's expertise. Regulars to this rally start arriving weeks in advance in anticipation of the event's renowned Pub Crawl. A good, albeit not always upright, time follows party busses from bar to bar. The best way to indulge at several local watering holes is to do so without worry of how much libation one consumes, and lots of early arrivals take advantage of this multi-bus bar hop. The Crawl's last stop happens to be back at Blackthorn's own on-site pub, so the festivities can keep rolling into the wee hours.

Thursday's kick-off party is on the house. Free burgers, dogs, and beer are a great way to be introduced to how the whole weekend will be. First timers quickly become regulars here. Throughout the weekend of this year's event, the field was buzzing with non-stop action. Multiple vendors, thrilling freestyle moto-x jumpers, meet & greets with famed custom builder Ron Finch, and Rhett Rotten's Wall of Death Motordrome kept spectators plenty busy. Taking a cue from Cartier's Laconia biker build-off, five area shops compete head to head to complete a ground-up custom bike from scratch before a final ride through the bar and up to the main stage before Saturday's headlining band.

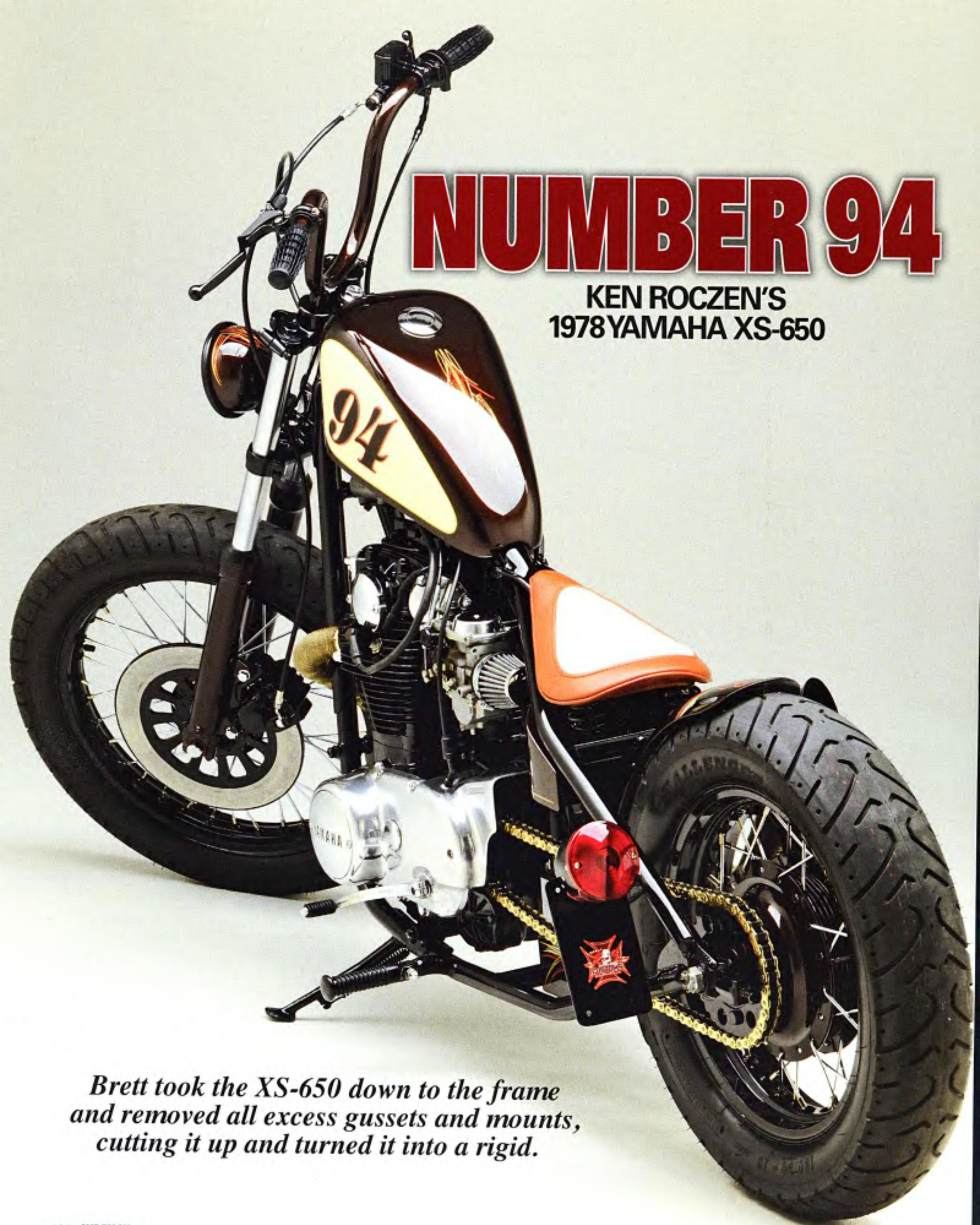
These scooter-building guys and gals were sleeping in lawn chairs, on picnic tables, and any place they could bundle up to catch 40 winks in order to finish their builds in time. Winners were selected by crowd votes throughout the weekend. Any shop not able to make the ride from the field to the stage was disqualified and not eligible for the win. This year's builders included Vintage Custom Cycles, Area 61 Cycles, CS Customs, Ol' School Fabrications and Second Shift Cycles.

Another favorite event at this party is Friday's group breakfast run. The ride commences at Blackthorn and winds through some of the area's most remarkable scenery. This year the ride finished up at nearby Woodstock Harley where they catered a belly-bustin' breakfast for all who chose to brave the chilly excursion. The evening's musical entertainment included EB Jebb and a Led Zepplin cover band called Kashmir on the main stage. Local favorite bands Shovelhead and Dressed for the Occasion got all the feet moving inside Blackthorn's club.

The rodeo games and a custom bike show filled the schedule for the remainder of the weekend. Performances on Saturday by Moonshine Junkies and Blue Oyster Cult rocked out before a superb fireworks show. The winner of the biker build-off this year was CS Customs. There were also not one, but two on-stage marriage proposals and some gals rolling in the biggest bowl of spaghetti you've ever seen! Sunday's ride-in bike show and subsequent pig roast offered the perfect farewell sendoff to another year of great riding, smoky burnouts, good friends, and this outstanding rally in the mountains. *—Don Rogers*



Pics by Don Rogers



NUMBER 94

KEN ROCZEN'S 1978 YAMAHA XS-650

Brett took the XS-650 down to the frame and removed all excess gussets and mounts, cutting it up and turned it into a rigid.

We love it when guys build a killer chopper without breaking the bank. In the very first issue of *WRENCH* we ran a feature on Jon Smal's 1975 Yamaha XS-650, a nasty little rigid called "Dirty Rice." Since then, it has gotten more and more difficult to find one of those bikes or just motors for a build on the cheap. As often happens with custom trends, when stuff gets cool, it gets more expensive.

While looking through our vault of bike features recently, I found this amazing 1978 XS-650 built by Brett Ohland of 28 Customs out of Prior Lake, Minnesota, for world champion motocross rider Ken Roczen. The "94" on the tank is for the year Ken was born. The German-born motocross and supercross racer is an MX2-class motocross world champ, 250-class West Coast supercross champ, and 450-class US motocross champion. He has taken major titles since 2007, and most recently, grabbed the 2015 Monster Energy Cup and the 2016 Lucas Oil Pro Motocross Championship.

Ken commissioned Brett to build him this sweet little bike back in 2013. Starting with most of that stock XS-650, Brett took it down to the frame and removed all excess gussets and mounts, cutting it up and turned it into a rigid. The snarly 650 twin motor was freshened up and the revamped wheels and front end are original equipment, given the 28 Customs treatment. Brett made the rear fender and oil tank and used an old Sportster tank. The seat is by Union Speed & Style.

The deep espresso bean and cream colored paint was sprayed on by Brett and Brent Kulper with expert pinstriping by Craig Smith. The entire project only took a month to complete. We just love the shit out of this scooter and we bet Ken does too! —*Dave Nichols*

Owner: Ken Roczen	Lifters: Yamaha	Handlebar controls: motocross style
City: Murrieta, CA	Carbs: twin Mikuni 38mm	Rear fender: 28 Customs
General	Air cleaner: pod style	Headlight: swap meet
Designer: Brett Ohland, 28 Customs	Pipes: 28 customs	Taillight: trailer
Fabrication: 28 Customs	**Transmission**	Pegs: H-D
Year and make: 1978 Yamaha	Year and make: 1978 Yamaha	Electrics: 28 Customs
Model: XS650	Shifting; foot	Gas tank: Sportster
Assembly: 28 Customs	**Painting**	Oil tank: 28 Customs
Time: one month	Painter: Brett Ohland and Brent Kulper	Seat: Union Speed & Style
Engine	Color and type: Tesonal/Espresso Bean	Grips: vintage
Year and make: 1978 Yamaha	Pinstriping: Craig Smith	**Front end**
Model: XS650	**Frame**	Type: Yamaha
Rebuilder: 28 Customs	Year and builder: 1978	Extension: none
Ignition; Yamaha	Builder: Yamaha/2013 28 Customs	**Wheels**
Displacement: 650cc	Type: rigid	Size: 19-inch front, 16-inch rear
Lower end: Yamaha	Rake: stock	Type: Yamaha
Balancing: Yamaha	Stretch: one inch	Tires: Kenda
Pistons: Yamaha	Shocks: none	Brakes: Yamaha
Heads: Yamaha	**Accessories**	
Cam: stock	Bars: 28 Customs	***Photos: Michael Lichter***

Flash Presents

NUMBER 4

David Mann

An Editor's Choice of Rare Biker Lifestyle Art

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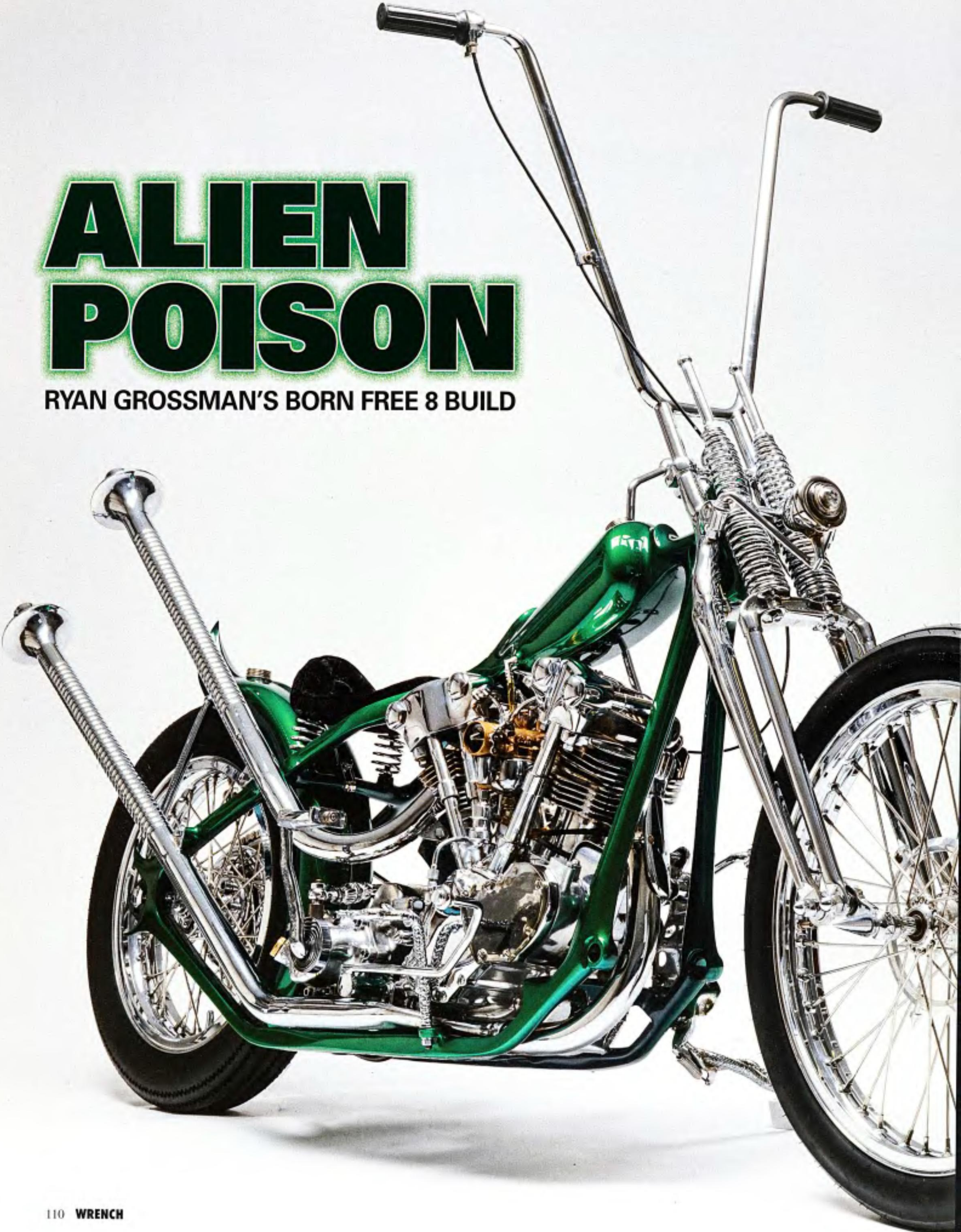
ALIEN POISON

RYAN GROSSMAN'S BORN FREE 8 BUILD



Last month in *Easyriders*, we introduced you to Ryan Grossman's lovingly restored Dean Lanza knucklehead called the Graped Ape. Ryan breathed new life into an original piece of chopper history. This time around, we want to showcase an amazing chopper he created for Born Free 8. Alien Poison is named after the alien acid green, House of Kolor paintjob by Matt Busby. Every part and piece of this one-off wonder was handcrafted by Ryan at his shop Vintage Dreams in Martinez, California.

As one of the 25 chosen custom bike builders for Born Free 8 last year, Ryan wanted to design and create a chopper that would hearken back to the crazy scooters of the 1970s and also present his own take on what a righteous rigid knuckle could be. Old-school details, such as creating an oil reservoir in the rear fender (something Mondo from Denvers Choppers was famous for), creating a gas tank as a work of art that is welded to the frame, and making super high bars to the stars apehangers and those flying saucer upswept pipes, just sends chills down your spine.

Ryan rebuilt the 1947 knucklehead motor, polishing the wheels and rods, adding 8.5:7 inch pistons and a lopey cam by Chet Herbert, breathing through a Linkert VD69 carburetor. The motor and trans was painstakingly engraved by Nick Potash.

This is one of those bikes that you just have to walk around and around to see all the handcrafted wonders. We particularly dig the tiny headlight and tall tank shifter. Watching Ryan ride up on this poisonous putt just makes you happy. It reminds you why you love motorcycles so much. Plus it's fun to drop hot dogs down those crazy exhaust pipes, then twist the throttle and watch the wienies blast high in the air to the amusement of the crowds who always surround this work of moto art. Talk about a pipe dream!

—Negan

It's fun to drop hot dogs down those crazy exhaust pipes.

Owner: Ryan Grossman
City: Martinez, CA

General
Designer: Vintage Dreams
Fabrication: Ryan Grossman
Year and make: 1947 H-D
Model: Alien Poison
Assembly: Ryan
Time: 9 months
Chroming: Moreno's/High Luster

Engine
Year and make: 1947 H-D
Model: OHV
Rebuilder: Ryan Grossman
Ignition: Weisco
Displacement: 74 cu. In.
Lower end: polished wheels and rods
Pistons: 8.5:7
Heads: big valve
Cam: Chet Herbert
Lifters: solid
Carb: Linkert VD69
Pipes: Vintage Dreams

Transmission
Year and make: 1947 H-D
Modifications: engraved
Shifting: tank shifter

Painting
Painter: Matt Busby
Color: Alien green
Type: House of Kolor

Frame
Year and builder: 1947 H-D
Type: rigid
Rake: 29 degrees
Stretch: 2 inches

Accessories
Bars: apehangers
Fender: Lowbrow – oil in fender
Headlight: Guide
Taillight: bayonet
Pegs: snakes
Gas tank: Vintage Dreams
Oil tank: in fender
Primary: cut down
Seat: Shack cycles

Front end
Make and Type: H-D VL
Extension: one inch over
Other Mods: narrowed
Builder: Ryan

Wheels
Size: 21-inch front, 18-inch rear
Hub: star and Apollo spool
Tires: Coker
Brake: drum rear

Photos: Ben Zales

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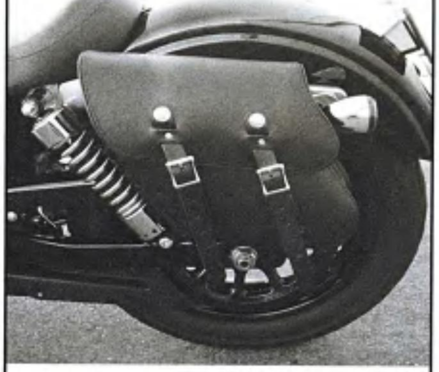

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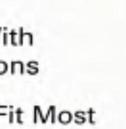

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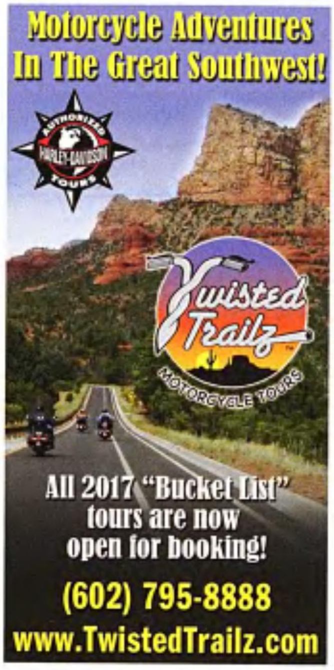

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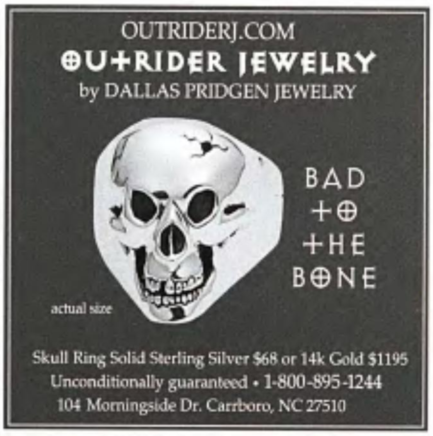
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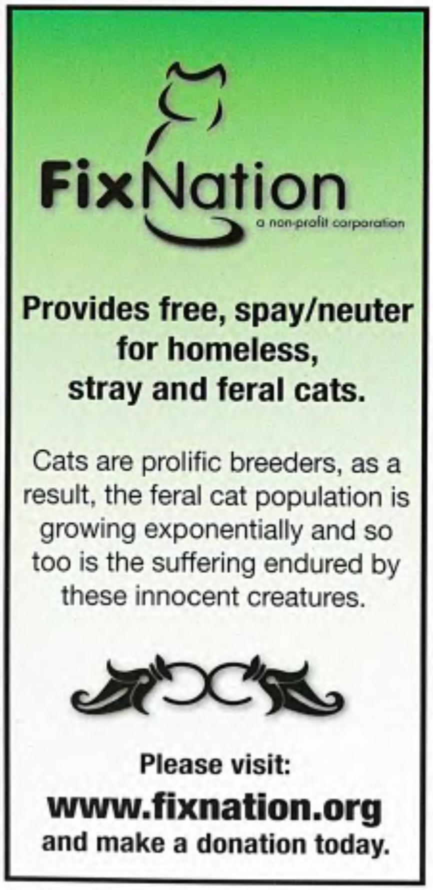
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David Sekman
Palm Bay, Florida
2011 Rum Runner

I can see you right now, looking at these pictures and struggling to form a thought. Maybe all you can come up with is, "What the heck?!" That was pretty much my first reaction, too, followed by, "What is it?" Or maybe better, "What was it?"

It turns out that this was originally a production bike called "Tha Heist" built by Cleveland Motorcycle Werks in, well, Cleveland, Ohio. It looked nothing like this. That's because once David Sekman and his business partner, Erick Ackley, got hold of it, they changed just about everything on it.

Photos: Don Rogers

What they kept was the 250cc Lifan engine from China and the neck plus a couple of small pieces of the original hardtail frame, and that's where any Cleveland influence stops, according to David. He and Erick own Tempest Cycles, Inc., down in Palm Bay, Florida. David says he did much of the designing and left the frame building to Erick. "We also ported and polished the engine, decked the heads, and put a bigger carburetor on it," David explains, "and the damn thing's pretty much bullet-proof. It'll do 90 to 100 miles an hour no problem."

They also fabricated their own pipes, handlebars, fenders, taillight, and footpegs, while Robert Doerr built the cantilevered seat sitting atop a swingarm that's been stretched 10.5 inches. The bike was then painted by Chase Hearnshaw in black and candy red metalflake. The emblem on the gas tank, by the way, is a bat, but not just any bat. "It's the Bacardi rum logo," says David. "That's because I'm a big fan of Bacardi rum." It's also why the bike is now called the "Rum Runner."

If you're as intrigued by this bike as I was, that's exactly what David and Erick are hoping for. They take pride in the fact that their builds are among the most unusual you'll encounter, and they are currently working on a '26 single-cylinder Harley board tracker. But you can judge for yourself. Just check out some of their "out of this world" builds on their website, tempestcycles.com.

—Tripper

Comin' At Ya

The star spangled July issue of *Easyriders* (No. 529) will take you to our first-ever Bike Show in Atlantic City, then ride with us to the epic Milwaukee Rally and get killer coverage of the Daytona Beach run to the sun for all the two-wheeled madness!

Custom bike features will include Martin Cottrell's mesmerizing panhead chopper, Brent Rogers' nasty knucklehead, Shawn Bast's Tried & True shovelhead, Michael Diamond's classic pan, and Pineapple Customs' sizzlin' Sportster chop.

All this plus wild biker fiction, another righteous David Mann painting, lowbrow laughs, and buttered up bare breasts as only *Easyrider* can slide 'em to ya!

On sale May 23

The July issue of *V-Twin* (No. 195) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine—*ROAD IRON* —extra tech guides, and of course, no nudity.

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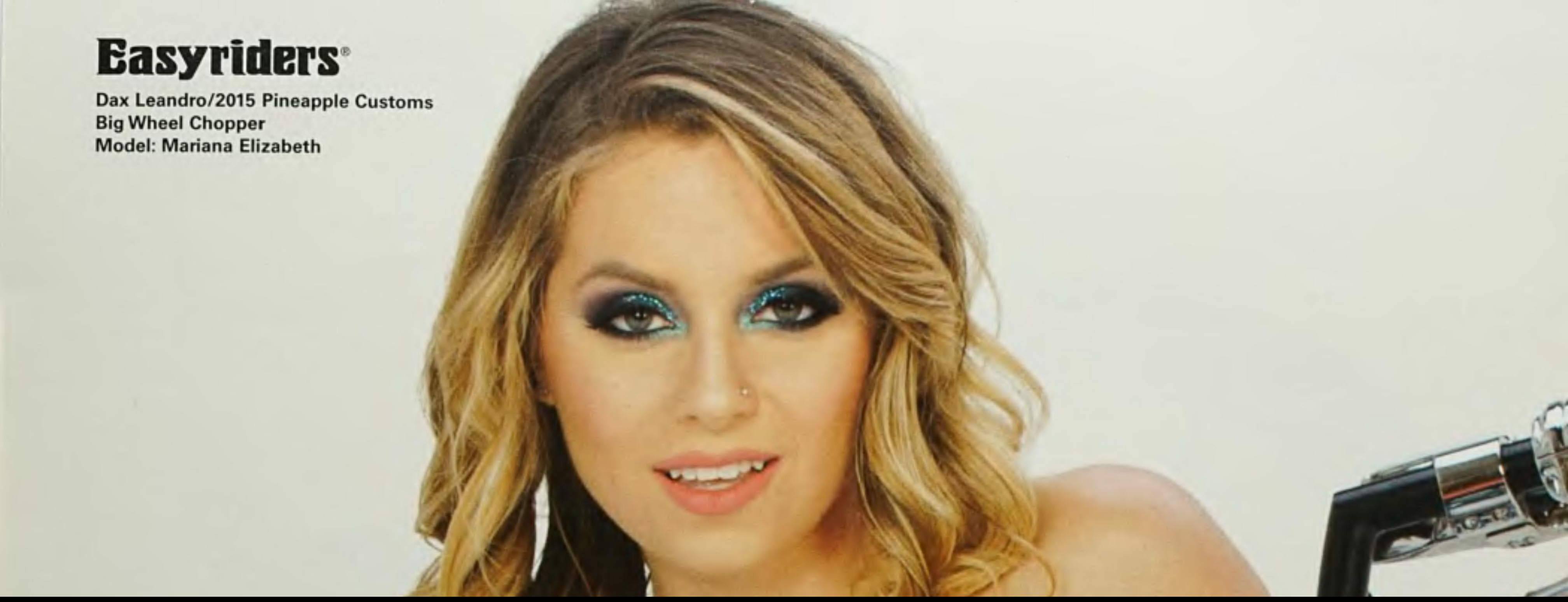
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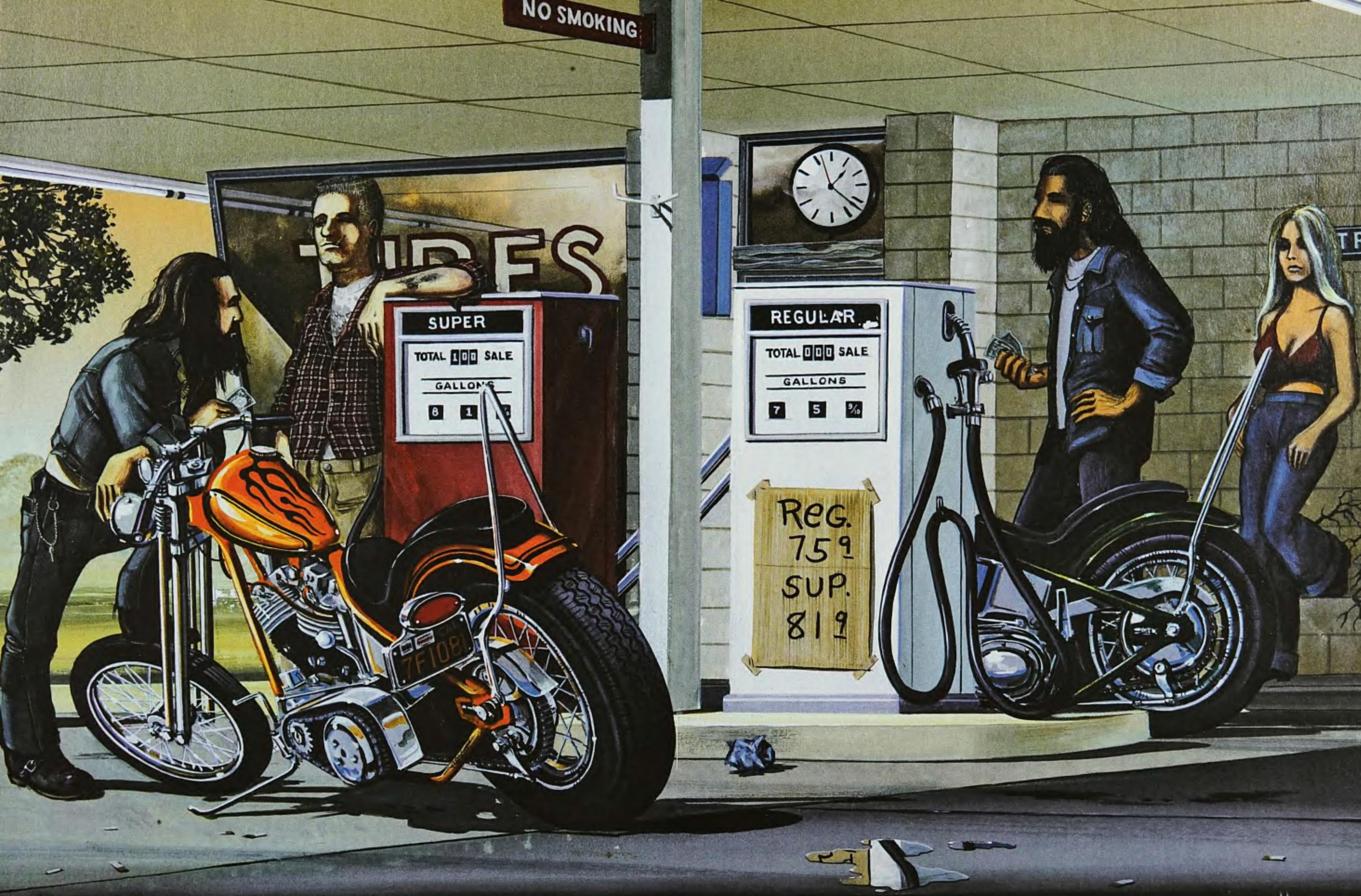

Easyriders® This never before used David Mann painting "Gas Stop" is part of a new collection of David Mann art, on sale now—see the ad on page 109. Check out the gas prices in this painting from the early 1980's!